

Mails.
NORDDEUTSCHER LLOYD.
BREMEN.

IMPERIAL GERMAN MAIL LINES

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	DERFFLINGER	About WEDNESDAY, 1st September.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	BULOW	WEDNESDAY, 8th Sept., Noon.
MANILA, YAP, NEWGUINEA, MARVUN, BRISBANE, SYDNEY & MELBOURNE	PRINZ WALDEMAR	FRIDAY, 10th Sept., Daylight.
KUDAT and SANDAKAN	BORNHO	Beginning of September.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 27th August, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	POLYNESIEN	Broc	30th Aug., P.M.
MARSEILLES, VIA PORTS	TOKIN	Charbonnel	1st Aug., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	OCEANIE	Sellier	13th Sept., P.M.
MARSEILLES, VIA PORTS	AUSTRALIEN	Riquier	14th Sept., at 1 P.M.

Transshipment on the Co.'s Steamers at Singapore, for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 50 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,
AGENT,
QUEEN'S BUILDINGS.

Hongkong, 17th August, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOVANG-SI.

S.S. "PAUL BRAU," 1,000 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,000 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamoon.

For further particulars, please apply to the COMPANY'S OFFICE at Shamoon, Canton, or to their Agents

BARNETT & CO., Hongkong.

Hongkong, 9th October, 1908.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, 1, John Street, near 4 Row, W.C.
HONGKONG, 11th March 1905.
CALCUTTA, 59, Bechook Street.
SHANGHAI, 506, Nanking Road.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	(IN COURSE OF CONSTRUCTION.) Docking Length 481 ft.
Width of Entrance ... 80 "	Width of Entrance ... 50 "	Width of Entrance ... 63 "
Water on Blocks 28 "	Water on Blocks ... 26 "	Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 876, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.

Yokohama, April 28th, 1909.

To Let.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 3rd June, 1909. [463]

TO LET.

IN No. 6, DES VUEX ROAD CENTRAL, Offices and Godown.
In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.
No. 9, PEDDER'S HILL, a Commodious Five-roomed Dwelling House with Servants Quarters, next to the Masonic Club.
Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 6th August, 1909. [581]

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.
Apply to—
HONGKONG & KOWLOON LAND & LOAN CO., LTD.,
No. 8, Queen's Road West.
Hongkong, 9th March, 1909. [248]

TO LET.

OFFICES and ROOMS on the 2nd Floor of No. 14, Des Vieux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.).
One FIVE-ROOMED BUNGALOW, "The Nest" No. 84, Mount Gough, Peak, Garden and Tennis.
Furnished—Possession from 1st October next.
Apply to—
THE COMPADORE DEPARTMENT,
E. D. Sassoon & Co.,
Queen's Road Central.
Hongkong, 25th August, 1909. [188]

TO LET.

NO. 1 & MORRISON HILL, also OFFICES at No. 2 PRINCE STREET.
Apply to—
Messrs. JARDINE, MATHESON & Co., LTD.
Hongkong, 20th May, 1909. [408]

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.
No. 3 CLIFTON GARDENS, CONDUIT ROAD.
A HOUSE in WONG-NEI-CHUNG ROAD.
A HOUSE in RIFON TERRACE.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLUE BUILDING, and No. 108, DES VUEX ROAD next to the Hongkong Hotel.
FLATS in MORETON TERRACE.
No. 10, DES VUEX ROAD CENTRAL, 1st Floor.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st June, 1909. [55]

TO LET.

GODOWN, No. 54, DUNDRELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st June, 1909. [19]

THE TUNG WAH HOSPITAL.

A YEAR'S REVIEW.

Following is the report of Dr. J. C. Thomson, Inspecting Medical Officer, on the Tung Wah Hospital for 1908—

STAFF.
Dr. W. B. A. Moore was Inspecting Medical Officer of the Tung Wah Hospital during the first half of the year; Dr. J. C. Thomson resumed this duty on 7th July.

A second licentiate trained in Western medicine was added to the staff in August, and Mr. Leung Chik Fan, of the Hongkong College of Medicine, was appointed to the new office. Mr. Leung had already acted as House Surgeon from 1st March to 21st June, when Dr. Jau Hawk was absent on leave; and from 3rd December to the end of the year he was again in sole charge during Dr. Jau Hawk's absence on sick leave.

Another medical student has been added to the dressing staff; three students of the Medical College are now resident in the hospital as surgical dressers.

An important advance was resolved on by the directors in December, and will take effect at the opening of the next session of the Hongkong College of Medicine in March. It was decided to permit the teaching of clinical medicine in the wards of the hospital; and the students of the College will thus become available as clinical clerks for duty in the institution. The directors at the same meeting voted a sum of \$500 for the purchase of clinical apparatus.

BUILDINGS.
The mortuary has been enlarged for the accommodation of the greatly increased numbers of bodies being brought in dead.

Property in New Street to the north of the present buildings has been acquired for the erection of additional wards, to be used specially for the treatment of plague when that disease is present in the Colony, and demolition of the houses on it is now proceeding.

STATISTICS.

There is a steady advance in the number of admissions, and during some parts of the year many who desired admission, and would with advantage have been treated in the wards, had to be dealt with as out-patients; while repeatedly a number of more chronic cases had to be transferred to a hospital in Canton, by arrangement with the directors of it, to relieve overcrowding in this hospital.

The admissions to the Tung Wah Hospital during the past ten years have been as follows:—

1899	1900	1901	1902	1903	1904	1905	1906	1907	1908
2,542	2,981	2,989	2,576	2,457	2,667	2,833	3,200	3,796	4,122

At the beginning of the year 1908 there were 205 remaining in the wards from the previous year; 4,122 patients were admitted during the year, making a total of 4,327 cases; 2,678 were discharged; 1,440 died, leaving 209 remaining in the hospital at the close of the year.

Of the 4,327 cases, 427 were transferred elsewhere for treatment, as follows:—23 to the Government Civil Hospital; 138 to the Infectious Diseases Hospital, and 166 to Canton. Of the fatal cases, 450 were in a dying condition at the time of admission, and died within 24 hours.

There remains a net total of 3,245 patients actually treated in the Tung Wah Hospital, of whom 1,611, i.e., 49.6 per cent., were under treatment by European methods, and 1,634, i.e., 50.4 per cent., under Chinese native treatment. The percentages in the preceding year were: European 51, Chinese 49.

The number of visits to the Out-Patient department was 90,650 (70,843 in 1907); 87,847 were seen by the Chinese native doctors, and 2,803 by Drs. Jau and Leung.

2348 persons were vaccinated at, and in connection with, the hospital (1,435 in 1907). Vaccinations are performed by Dr. Leung Chik Fan.

2,435 destitute persons were temporarily sheltered and fed, until they could be sent to their native villages or otherwise be provided for (950 in 1907).

1,258 dead bodies were brought to the hospital mortuary to await burial (696 in 1907). For purposes of registration, diagnosis of the probable cause of death is made in all possible cases by inspection of the body and cross-questioning of relatives as to the symptoms preceding death. Where internal examination is considered necessary for medico-legal or public health reasons, or because of contradictory statements regarding the fatal illness, such examination is made at the Public Mortuary. During the past year 131 bodies of persons brought in dead, and also 108 bodies of persons who died in the hospital, chiefly of persons who were moribund at the time of admission, i.e., 239 in all, were sent to the Government Public Mortuary for post-mortem examination (199 in 1907).

Free burial was provided by the hospital for the bodies of 4,112 poor persons (2,756 in 1907). The infectious diseases branches of the hospital were under the supervision of Dr. Moore throughout the year. The registers show admissions as follows:—

Plague branch	275
Small-pox branch	69

Cases requiring operation are so far as possible persuaded to go to the Government Civil Hospital, and this is more easily done than in earlier years, few cases where such transferral is urged by the Inspecting Medical Officer refusing consent.

Dr. G. Montagu Harston continues to attend at the hospital on Mondays and Fridays at 4-10 p.m. to see eye out-patients. 687 new cases were seen (487 in 1907), and 7,550 visits were made to this department. Of the new cases, 293 were trachoma. 62 pupils were sent from various schools to be examined for this disease, and of these 44 were found to be

cases of trachoma, the remainder suffering from other diseases of the eye. 103 eye operations were performed, of which the following were the more important:—
Excision of fornix in bad trachoma 1
Jansche-Art operation for trichiasis 2
Snellen's operation for entropion 14
Hess's operation for ptosis 1
Miles' operation for eversion of the eyeball 5
Extraction of cataract 35
Iridectomy 33
Irido-lysis for glaucoma 2
Pterygium 9
Paracentesis for hypopyon or corneal ulcer 1
Tenotomy for squint 1
Some of the worst cases were taken into the wards and dealt with as in-patients, but the frequent congestion of the hospital, already referred to, limited the possibilities in this direction.

Dr. Leung Chik Fan assists Dr. Harston in the ophthalmic work of the hospital, and acted for him during a short absence from the Colony.

Beri-beri continues to increase in the Colony. Admissions and deaths during the past ten years have been as follows:—

Admissions.	Deaths.
1899 270	133 49
1900 361	124 55
1901 412	219 53
1902 414	217 52
1903 277	170 51
1904 743	379 44
1905 731	344 47
1906 517	257 49
1907 812	482 34
1908 941	268 39

Malaria also shows an increase; but this is due almost entirely to the large number of admissions from the railway-works, and is the result of conditions that will disappear when these works are completed, and when the permanent railway employees will be doubtless adequately protected from malaria. The admissions and deaths from this disease during the past ten years have been as follows:—

Admissions.	Deaths.
1899 35	18 19
1900 54	159 79
1901 59	112 74
1902 63	119 29
1903 121	61 27
1904 212	56 26
1905 253	48 31
1906 746	96 38
1907 304	87 28
1908 355	93 26

The hospital has been duly inspected by the Visiting Justices twice monthly, and has been certified by them to have been found on all occasions clean and in good order.

The directors of the hospital, both the 1908 directors and the recently elected Board, have been unfailingly most courteous in reference to matters submitted to them by the Inspecting Medical Officer, whose suggestions have been carefully carried into effect.

Public Companies.

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

THE EIGHTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the Company's Office, St. George's Building, No. 6, Connaught Road, Victoria, on SATURDAY, 11th September, 1909, at Noon, for the purpose of receiving Statements of Accounts and the Report of the General Managers for the 12 months ending 31st July, 1909, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED on FRIDAY, the 10th, and SATURDAY, the 11th September, 1909.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 27th August, 1909. [609]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 3% per Share for the six months ending 31st June, 1909, declared at To-day's Ordinary Yearly Meeting, will be payable at the premises of the Hongkong and Shanghai Banking Corporation, on and after TUESDAY, the 24th August, and Shareholders are requested to apply for Dividend Warrants at the Company's Office, Queen's Building.

By Order of the Board of Directors,
GEO. A. CALDWELL,
Acting Secretary,
Hongkong, 23rd August, 1909. [604]

THE DRAPERY EMPORIUM,

7, Lyndhurst Terrace.

ALWAYS IN STOCK.

EUROPEAN, INDIAN AND CHINESE USEFUL ARTICLES

OR CLOTHING, FANCY GOODS and TOYS

AT VERY NORMAL RATES.

READY FOR SALE.

The Latest Style Goods for Present Season Gentlemen's and Children's.
HATS, BONNETS (Hat Flowers), RIBBONS, LACE, BRIDAL VEILS, FANCY DRESS GOODS, MUSLINS, LAUNDS, NAINSOOKS, SHIRTINGS, ALPACAS, HOSIERY, ENGLISH and AMERICAN FOOT-WEARS, &c., &c.
Prices and Samples on application. Best attention to all Coast Port Orders. Hongkong, 16th April, 1909. [646]

TYPEWRITERS

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IS OUR
SPECIALITY.

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DEPOT,

38-35, Des Vieux Road, Central,
Hongkong.

Intimations.

Powell's

ALEXANDRA
BUILDINGS.

NEW GOODS

DAINTY
ROBESIN
LACEAND
MUSLIN.PRETTY
BLOUSESFOR
AFTERNOON
AND
EVENING
WEARLadies'
and
Children's
MILLINERY.POWELL'S
ALEXANDRA
BUILDINGS.and
28, Queen's Road.
Opposite the Clock Tower.THE MUKDEN-ANTUNG
RAILWAY.

A DESCRIPTION BY A RECENT TRAVELLER.

SCENERY AND SENSATIONS.

Even had it missed the ephemeral prominence of being the latest boom of contention in the Far East the Mukden-Antung line would have earned distinction amongst the most audacious achievements in railway engineering. Were it better known it would probably figure as one of the world's sensations, combining as it does, the salient features of the switch-back railway, shooting the chute, and tobogganing, with the rampant exhilaration of the Rocky Mountains. The 30-inch gauge railway connecting Mukden with Antung-hsien is obviously the offspring of expediency, not of reason, and nothing but a Japanese mind—daring and ingenious—could have conceived it. Work on the line was started in May, 1905, the object of the Japanese army authorities, being to create mobility by carrying supplies over the railway, the majority of the roads being impassable even in dry weather. The railway was not completed through to Mukden until 1906, when the remaining 30 miles were laid down by a Japanese company and later improved. Much was effected in the matter of grading, deviations, through cuttings, and the reconstruction of the more shaky bridges. Naturally the rolling stock is very light, small Baldwin engines drawing three or four vehicles, which it would be absurd to dignify with the name of carriages, being mere boxes remarkable chiefly for inconvenience and lack of adequate accommodation. Two days are occupied in covering the distance of 187 miles between the termini, the dangerous nature of the line rendering travelling after dark fraught with considerable risk. As practically no freight is carried and the average number of passengers per train is about 20, it is unnecessary to state that the line does not nearly pay standing expenses. It is, however, under the administration of the South Manchurian Railway Company and its strategic value as the connecting link between the Korean and Manchurian routes, bringing Dairi in touch with Fusan, has impressed Japan with the necessity for rendering it effective at all hazards. Hence the present hubbub in Far Eastern diplomatic circles. That Japan will carry her point appears certain, and with the wider gauge, the strengthening of the bridges and comparatively little tunnelling, the line can be made reasonably satisfactory for passenger traffic, and will enable the produce of the farmer, which now filters through to the markets in a variety of roundabout ways, to be carried expeditiously and with a greater degree of safety.

MAKING HEAVY WEATHER.

When one has taken his seat in the train the first problem that presents itself is where he shall put his legs. All the available floor space is taken up with luggage, which cannot be packed on the racks. In these circumstances the prospect of the ten-hour's journey to Tsao-ho-kou is by no means an agreeable one. But when the little engine struggles off at a speed of ten miles per hour the mind of the traveller is kept busy with immediate affairs. The motion is jerky, and some difficulty is experienced in keeping one's seat and avoiding light packages which have acquired extraordinary mobility. The 30-inch track alongside appears as a single blurred rail not too neatly fitted at the joints, and the reason for the incessant jolting is made evident. However, on the few miles of straight line one soon gets used to the motion and is afforded an opportunity of admiring the rich beauty of the country. The noise of kaoliang and beans is relieved here and there by irregular groups of trees, willow and poplar predominating. We pass the plateau of the Shabo and the river Shabo—a river merely by courtesy—and the war trail is clearly indicated by hundreds of graves, the heaped mounds now almost diminished to the level of the fields. A fertile valley, a splendid area of waving crops, was at the time of the war a mass of barbed-wire, entanglements—a Russian precaution against the irresistible nature of a Japanese onset. But there is nothing to suggest the horror of the sanguinary struggle so recently enacted there—nothing but the grass-grown graves, which themselves breathe peace and repose. Picturesque village with picturesque-looking mud dwellings half hidden in a box of willow and poplar follow one another at intervals of a mile or so, and burst upon the view long lines of hills, veritable forests of sm. li trees, pine, fir, oak and chestnut. Then comes an area of remarkable terraced farms which remind one of Japan. The country is a panorama of lovely villages where hemp and tobacco are growing luxuriantly, not to mention the now familiar kaoliang and beans, which appear to increase as we proceed. The slopes of the hills are terraced for hundreds of feet up, and the contrast of deep rich green and golden brown is a triumph of rustic beauty. One is convinced that the scenery is by far the best in Manchuria.

AN INTERCHANGE OF COURTESIES.

A certain hill some little distance from Shichiao-ku recalled to a military man, who was travelling with us, an incident which took place while fighting was proceeding in that neighbourhood. The healthy humour of the story and the fact that it presents in a somewhat unusual light the amenities of warfare are sufficient excuse for repeating it here. The hill was one of considerable strategic importance, and both armies considered it absolutely necessary that the position should be held as long as possible. First the Russians and then the Japanese gained the vantage-point, only to be dispossessed next day. The Russian ideas of hygiene and general cleanliness did not please a Japanese captain, who wrote the Russian officer in command suggesting that as Japan would again seize the hill shortly he should see that the blankets and sheets were washed and well aired. When the Japanese again took the position they found everything spotlessly clean and upon retiring the captain left a bottle of brandy to mark his appreciation of the Russian action. On their next appearance the Japanese found that the Russian

were not to be beaten in the finer points of courtesy, for not only was the camp generally cleaned up for their reception, but five yen had been left on the table at the headquarters office to pay for the brandy!

THE FIRST FINCH.

The first real sensation of the journey by the curious little railway is when we begin the ascent of Fu-chin-ling. Up steep gradients, through cuttings in the solid rock, passing round curves with appalling suddenness, the carriages leaning over at an angle of 45 degrees. When we begin to go down the train jolts as if it would leave the line—what kept it on is a mystery of science unsolvable by the lay mind. The descent is gradual but tortuous, and one is jerked from his seat as a particularly sharp curve is negotiated. Even at this elevation the kaoliang grows head high, and acres of beans are spread over the country like huge figured mats. It is a relief to stop at Holiang-tzu, half way down, but when we again start the restlessness of the train is even more emphatic. We take daring curves with the impetuous foolhardiness of a practised motorist and sweep down the long decline as if to eternity till brought up abruptly by the application of the brakes at a dangerous bend above a blood-freezing precipice. Now the quaint helmet mountain peers through the hills and distracts our attention. But the relief is only momentary. At the next curve the oscillation is intensified. The line has been worse constructed here and the curves are more frequent and sharper. We take the last steep gradient with the swoop of an airship and bounce into Pen-chi-hu with a precipitancy which provokes appetite. On again, first looking down upon strange Chinese villages and then high up to the terraced fields on the sides of the mountain. It is a mad journey, and one which in the present circumstances is not enjoyed, until it has been safely completed. We look in vain for something to hang on by as the train heels over and almost falls over the steep wooded slopes into the valley beneath. Up, up, up, winding with the sinuous motion of a serpent, it kinks as much as three curves at the same moment, and when we reach the stiff grades of 1 in 30 almost standing still. Along the miles of valley stretched out below appear patches of green and yellow and brown grain with here and there groups of trees, the whole long vista culminating in a golden river bed through which trickles a thin thread of silver.

REST AND REFRESHMENT.

At Chian-tou we stop for an hour and a half to permit the train coming from the opposite direction to cross. Although Chian-tou has no pretensions to being a metropolis it possesses a refreshment room bearing the legend "Here's the place to cheer up." The words are obviously the happy inspiration of some person who has travelled over Fu-chin-ling. The wheels having been tapped in the approved style and the oil boxes replenished we continue our journey. We have evidently lost our "sea-legs" again, for it now seems as if we were sitting on the carburettor of a motor-car. But the jolting is not so bad as it has been, or is going to be. We cross the river Taitse ten times in less than an hour, winding through the valley to avoid hills, which the ingenious but callous engineers had not time to pierce when their army was hot upon the trail of the Russians; their five times more the first hour before reaching Nan-Fen and another twenty times before reaching the half-way house at Tsao-ho-kou. Indeed one becomes intimately acquainted with the Taitse before he leaves it to take the next big incline. The bridges over which we pass are of very primitive construction—possibly quite safe, probably not absolutely so—at all events one would like to see some sort of falling at the sides to obviate the chances of a drop into the river in the event of the train leaving the rails, which, as we afterwards learned to our cost, is not so very remote. It is decreed by the time-table that we shall stop at Tsao-ho-kou over night. So we dismount there, badly shaken, but otherwise unharmed. At the tiny little village, destined in a ring of hills almost claiming the majesty of mountains, and clothed to their summits with healthy foliage, we find particularly satisfactory accommodation at a Japanese inn. That the foreigner had been there before was evident, as the house possessed a "European" room, furnished with a bedstead, and what is still more wonderful, a wash-hand stand, jug and basin. But these were merely ornaments, as there was never any water in the jug and the basin more than once disappeared mysteriously.

THE SECOND HALF.

Early next morning Tsao-ho-kou is left behind, and the plucky little locomotive proceeds to cross and recross the river—sometimes almost really a river and at other times only a trickling stream flowing through a shaggy bed. The country is even more attractive than before, and beauty follows upon beauty in quick succession. A few streaks of brown winding through the narrow valleys mark the roadlines, while here and there a wild flower has burst modestly into bloom, or the white feather of the m. adonswet waves ostentatiously. The remainder of the landscape is green and every conceivable shade of green. In the Black Mine Pass perhaps the most interesting spot on the route, hundreds of "varieties" of trees grow luxuriantly and give a pleasing setting to what would otherwise be only awe-inspiring. In working its way to the mountain-top the train adopts a semi-spiral course, and the tracks over which it has passed can be seen beneath, outlining curves and grades which would be considered impossible had they not already been negotiated. Near the summit the ingenuity of the engineer has been severely taxed, but he has solved the problem of how to overcome impracticable things by backing out the train at an acute angle on a grade of 1 in 40 and getting the engine in its proper position at the next station. At the top of the mountain we had an exhibition of resourcefulness on the part of the staff. Owing to heavy rain the line buckled under the engine at a culvert and the locomotive sank down a couple of feet. In a few minutes a ballast gang was on the spot with picks, crowbars, and poles

and the engineers and guards setting to work, the engine was got into position and the line made safe within two hours. At another spot the front car was derailed and was lifted on to the rails again and the train set going in about 20 minutes. Of course the men got used to this, as such accidents are more frequent than it is comforting to reflect upon. The journey over the pass takes about an hour and a quarter, and to the ordinary traveller the scenery compensates for the discomfort; but if the mountains were travelled an hour could easily be saved, and the passengers would be quite satisfied to miss the scenery in having the greater measure of immunity from accident.

THE ANTUNG END.

The run through from Mukden to Antung is through practically 100 miles of cultivated valley and rolling down, flanked by an unbroken chain of tree-clad hills. The foliage presents the appearance of thick matting, with pines and fir standing out like huge tree-ferns and lean poplars lifting their heads to the sunlight. After leaving Feng-huang-cheng, the scene of one of the first actions during the Russo-Japanese war, the valley broadens and the hills increase in height, behind them standing out prominently the irregular, jagged teeth of the Saw mountain. The amplification of space gives a greater area of crop and more forest, for some of the land is wasted. The valley of the Shabo—the second of the name on the route—now appears in sight, and the river is crossed and recrossed a couple of dozen times over bridges which, to say the least, look suspicious. Then came Antung, and we found half the city under water, the shops in the lower part having the tide-mark a foot or eighteen inches at the counter. At the time of our visit, Antung was another Venice, and in place of gondolas the traffic from point to point of the city was conducted in rickshas, the coolies pulling up their trousers and wading through the water up to the knees. The Mukden-Antung journey is under the present conditions not a comfortable one, nor is it altogether devoid of serious risk, but it is one which would gladden the hearts of those who delight in scenery and enjoy experiences. In their special way many parts of the world may present superior attractions, but for general interest and wide variety of scenic beauty the country is one to be reckoned with among the show places of the world. It will be surprising if, when the line has been improved, the Antung-Mukden trip is not placed on the main tourist route in the Far East.

W. J. JONES, in Japan Chronicle.

Intimations.

JUST LANDED:

The well-known and famous brandy
"Bisquit Dubouche
& Co."

XXX Very Old Fine \$2.50
V.O.C.B. Guaranteed 20 Years
Old 5.50

ALSO
QUINQUINA?
QUINQUINA?
DUBONNET?

FRENCH STORE,
Sole Agent,
Hongkong 30th April, 1909.

PEAK TRAMWAYS COMPANY,
LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 10.00 a.m. ... Every 15 minutes.
10.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 15 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.
3.30 p.m. to 4.00 p.m. ... Every 15 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m.
Every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.45 a.m. to 12.00 noon ... Every 15 minutes.
12.00 noon to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 1.30 p.m. ... Every 15 minutes.
1.30 p.m. to 2.00 p.m. ... Every 15 minutes.
2.00 p.m. to 2.30 p.m. ... Every 15 minutes.
2.30 p.m. to 3.00 p.m. ... Every 15 minutes.

NIGHT CARS AS ON WEEK DAYS.

Extra cars at 1.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS BY ARRANGEMENT at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong, 21st April, 1909.

D. NOMA,

PROFESSIONAL TATTOOER
AND
THE EXPERT REMOVER OF TATTOO
MARKS,
No. 66, QUEEN'S ROAD, CENTRAL.

PATRONISED BY Prince of Wales; then

H. R. H. The Duke of York, and
H. R. H. The Emperor of Russia, and having
4,500 testimonials from all sources.

My 31 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition only known to me. In tattooing certain parts of the body, care must be taken to have the work done in a perfect, high toned manner. In order to take special precaution against possible dangers, I use fresh materials daily. The copying of Portraits with distinct minutiae a specialty.
Hongkong, 1st September, 1908.

Intimations.

DONE BY TRYING.

Nobody can tell what he can do till he tries. When a thing ought to be done the modern spirit moves us to keep working away at it until it is done. In the face of this idea the "impossible" vanishes. Where there's a will, there's a way. "If we could but rob cod liver oil of its sickening taste and smell and then combine it with two or three other ingredients we should possess the best remedy in the world for certain diseases that are now practically incurable." So said a famous English physician twenty-five years ago. "But I will never be done," he added. "You can no more turn cod liver oil into a pleasant palatable medicine, than you can turn the Codfish itself into a Bird of Paradise." Yet he lived to admit that in

WAMPOL'S PREPARATION the "impossible" had been accomplished. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers combined with the Compound Syrup of Hypophosphites, Extracts of Malt and Wild Cherry. This remedy is freed from the bad peculiarities Dr. Frothingham so detected, and it is precisely the splendid medicine he wished for. Use it freely and confidently for Anemia, Hysteria, Wasting Complaints, Blood Impurities, Asthma, and Throat and Lung Troubles, Dr. W. E. B. Atkins, F. R. C. P., London, M. D. C. M., Victoria University, M. B., Toronto University, Consulting Physician to Home for Incurables, Physician to Toronto General Hospital, says: "I am much pleased to state that the results from using Wampole's Preparation of Cod Liver Oil have been uniformly satisfactory; it appealed to me as being prepared according to correct scientific principles." It increases the appetite and influences the digestion of food; it is delicious to take, will not disappoint you and is effective from the first dose. "It represents the dawn of progress." At chemists everywhere.

HARBOUR MASTER'S DEPARTMENT.

It is hereby notified that information has been received from the Military Authorities that GUN PRACTICE will be carried out as under:—

On THURSDAY, the 2nd September:—

From Pakabawan in a North-Easterly direction, at ranges up to 6,500 yards, commencing at 5 P.M., and finishing at 11 P.M.

If the weather is unfavourable on the above date, practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the ranges.

C. W. BECKWITH, Lieutenant, R.N., Harbour Master, &c.

Hongkong, 27th August, 1909. [613]

THE ITALIAN CONVENT ENGLISH

SCHOOL.

THE SCHOOL WILL RE-OPEN on WEDNESDAY, September 1st, at 8.30 A.M.

For further particulars as to board and tuition, apply to

THE SUPERIORESS,
Italian Convent.

Hongkong, 27th August, 1909. [610]

YUEN HING,

NO. 4, D'ARQUILLAR STREET.

FACTORY SWATOW KIA LAK.

MANUFACTURE WHOLESALE & RETAIL DEALERS

in all kinds of hand-made
DRAWN AND EMBROIDERED CHINESE
LINE GRASS CLOTH, FEWTER
WARE, &c.,

all of the best quality.
Hongkong, 5th August, 1909. [573]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
同隆號

CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE

at
No. 39, DES VOUEX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Office, Messrs. A. S. Watson & Co., Firms and other leading establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave my every satisfaction."

(Sd.) A. S. WATSON & Co.
25th May, 1909.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.
Hongkong, 6th August, 1909. [614]

LEE YEE

HAIR DRESSING SALOON

HAS ALWAYS ON HAND
CIGARS, CIGARETTES

AND
TOILET REQUISITES
FOR SALE.

14, D'ARQUILLAR STREET,
HONGKONG.

Hongkong, 21st September, 1907. [615]

Consignees.

"SHIRE" LINE OF STEAMERS,
LIMITED.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Company's Steamship
"FLINTSHIRE"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 28th inst., at 3 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, where they will be examined at 9.30 A.M. on the 29th inst. No Claims will be admitted after delivery of Goods have been effected to Consignees, and same must be presented within ten days of steamer's arrival here, otherwise they will not be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 23rd August, 1909. [609]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamers

"NILE,"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 31st instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godown.

E. A. HEWETT,
Superintendent.

Hongkong, 24th August, 1909. [612]

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FROM CALOUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 P.M., the 28th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 26th August, 1909. [616]

FROM EUROPE.

THE H. A. L. Steamship

"AMBRIA,"

Captain Deloit, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 3rd prox., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd prox., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 27th August, 1909. [611]

THERAPION MAY NOW ALSO BE OBTAINED

IN DRAGKE (TASTELSS) FORM.

SELF CURE NO FICTION!
MARVEL UPON MARVEL!

NO SUFFERER
NEED NOW DESPAIR,
but without running a doctor's bill into the deep ditch of quackery and misery, specially and economically cure himself without the knowledge of a second party. By the introduction of

THE NEW FRENCH REMEDY
THERAPION

a complete revolution. What was sought in the department of medical science, whilst thousands have been reduced to health and happiness who for years previously had been miserably suffering out a miserable existence.

THERAPION No. 1—The Sovereign Remedy for all ailments, purifying the system, the use of which does irreparable harm by laying the foundation of strictness and robust action.

THERAPION No. 2—The Sovereign Remedy for all ailments, purifying the system, the use of which does irreparable harm by laying the foundation of strictness and robust action.

THERAPION No. 3—The Sovereign Remedy for all ailments, purifying the system, the use of which does irreparable harm by laying the foundation of strictness and robust action.

THERAPION No. 4—The Sovereign Remedy for all ailments, purifying the system, the use of which does irreparable harm by laying the foundation of strictness and robust action.

THERAPION No. 5—The Sovereign Remedy for all ailments, purifying the system, the use of which does irreparable harm by laying the foundation of strictness and robust action.

THERAPION No. 6—The Sovereign Remedy for all ailments, purifying the system, the use of which does irreparable harm by laying the foundation of strictness and robust action.

THERAPION No. 7—The Sovereign Remedy for all ailments, purifying the system, the use of which does irreparable harm by laying the foundation of strictness and robust action.

THERAPION No. 8—The Sovereign Remedy for all ailments, purifying the system, the use of which does irreparable harm by laying the foundation of strictness and robust action.

THERAPION No. 9—The Sovereign Remedy for all ailments, purifying the system, the use of which does irreparable harm by laying the foundation of strictness and robust action.

THERAPION No. 10—The Sovereign Remedy for all ailments,

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1842.

AERATED WATER
MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAM-
PAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE

AND

REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water
make excellent refreshing beverages.Guaranteed to be made from the
pure juice of sound ripe fruit.

A. S. WATSON & CO.,

LIMITED.

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909.

NOTICE.

All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, The House, Road, and
should be accompanied by the Writer's Name and
Address.(Ordinary business communications should be addressed
to The Manager.)
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

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Subscriptions for any period less than one month
will be charged as for a full month.The daily issue is delivered free when the address is
accessible to messenger. Peak subscribers can have
their copies delivered at their residences without
any extra charge. On copies sent by post an
additional \$1.30 per quarter is charged for postage.The postage on the weekly issue to any part of the
world is 80 cents per quarter.Single Copies, Daily, ten cents. Weekly, twenty-
five cents (for cash only).

The Hongkong Telegraph

HONGKONG, SATURDAY, AUGUST 28, 1909.

THE HEALTH OF CHINESE
WORKMEN.

Among the many reports published in connection with the Medical Sanitary Department, there is one which is always of interest and that is the report submitted by the Health Officer of the Port, Dr. G. F. Jordan. In this work, which is often of a most laborious character and carries with it great responsibility, the Health Officer was assisted by Drs. Key, Grone and Aubrey, who took a share in inspecting the shipping arrivals, the inspection of emigrants and quarantine duty. As an evidence of the onerous character of the work it may be stated that during the past year there were 3,991 arrivals, of which 1,933 were British and 2,058 foreign. These figures, we are told, include sailing ships but are exclusive of the Canton and Macao steamers. It might not seem that the Health Officer and his assistants had very much to do in looking after a daily average of ten arrivals, but when

it is stated that 489 steamers brought a total of 157,809 persons, most of whom were coolies returning from the Straits Settlements, it will be recognised that in the event of epidemic disease breaking out en route the Health Officer has his work cut out for him. The total number of emigrants during the year amounted to 71,081 and shows a decrease of 34,886 as compared with the figures for 1907. Of this total the majority were for the Straits Settlements—49,643; while the remaining 21,438 were for other ports such as San Francisco, Victoria, Seattle, Salina Cruz, Mauritius, &c. The wave of emigration reached its maximum during the month of March when 8,882 emigrants left the Colony, while the minimum occurred during the month of February when only 2,994 left; this can be accounted for by the fact that the Chinese New Year in February kept back a great many who postponed their departure till after the holiday season. No less than 5,105 went to San Francisco as compared with 3,843 in the previous year. It is not stated whether every one of these five thousand emigrants to the Golden Gate had previously been there before, but we must presume that a large proportion of them must have been, for it is difficult to believe that there was such a number of gentry, travellers and men of substance seeking admission to the United States in 1908. British Columbia took nearly eight thousand Chinese, 7,888 to be exact, so that calculating the poll tax at \$500 gold per capita Canada obtained a very substantial addition to her revenue. There is one item which would bear explanation, though so far as we can see none is offered. In 1908 some 4,789 emigrants to Java ports were examined by the Health Officer as compared with 67 in 1907. Why this extraordinary difference? And whereas eight of these 67 were rejected on health grounds only 82 out of the four thousand odd had to stand down for similar reasons. Salina Cruz is either losing its fascination for the wandering Chinaman or there were reasons, not stated, why only 2,301 went to the Mexican port last year as against twice that number in 1907. We believe the decrease was due to the prevalence of trachoma, the intending emigrants being held back by the private medical practitioner engaged to look after coolies bound for the American Continent until their eyes were in a healthy state. Honolulu also is fast losing its attraction for the Chinese coolies only 30 being sent there last year as contrasted with 316 in the previous twelve months. One interesting item shows that 329 emigrants were found for German New Guinea where it is to be hoped that they will keep whole skin and avoid the cannibals. It is quite bad enough to have to endure life in Hongkong or Canton during the summer months, but to stand in daily fear of being made into an omelette for an epicurean head hunter is apt to be somewhat trying for the nerves. Probably the Germans have managed to rid the country around which the new chum John will work of those peripatetic nuisances, so that the batch of emigrants, the first evidently from Hongkong, may lead the lives of gentlemen. Another report which will also appeal to a large section of the community is that submitted by Dr. Hartley, the railway medical officer. All round, the medical officer finds abundant signs of improvement in the health conditions of those employed on the construction works, but with due deference to Dr. Hartley's optimistic spirit the record of disease—whether preventable or not we cannot tell—is a lamentable one. Among the Europeans especially, malaria has as usual been playing havoc. The general health shows a distinct improvement "more especially in the camps at Beacon Hill No. 2 tunnel, where there has been a reduction of approximately 50 per cent of cases of malarial fever." After stating that the Europeans suffered badly from malarial fever in the summer in spite of the administration of prophylactic doses of quinine, Dr. Hartley proceeds to describe the conditions under which the men live. "The ground is very wet and soft and with the repeated labours which occurred on opening up the South end of the tunnel, pool formation could not be prevented. The workmen, moreover, in consequence of the extremely wet nature of the ground, have had to work under most trying conditions, almost always being knee-deep in water or soft mud. This no doubt has been a responsible factor in the incidence of sickness. Now that the work is well in hand drainage and scavenging are being carried out as thoroughly as possible, coolie houses are frequently cleansed with disinfecting fluids, and the result has been a remarkable improvement. Oil is used freely all over the line as a means of destroying mosquito larvae in pools impossible to drain." Not a cheerful picture by any means. Then again: "One of the most troublesome ailments at present is the effect of the dynamite fumes in the big tunnel. The heading is about three thousand feet from the entrance at each face. Ventilation will, however, be much improved when the headings meet in the course of a few months allowing a free current of air through the whole length of the tunnel." Most of the workers, especially at South Face, suffer

constantly from severe irritation of throat and lungs as a result of breathing the air heavily charged with dynamite fumes. Occasionally coolies have to be carried out from the workings being overcome by the fumes after blasting operations. A few minutes in the fresh air, however, always revives them, and there have been no serious results. Workmen who have to endure such conditions ought to be pretty well paid for their hardihood, whatever their skill might be. The total number of cases treated at North and South Face Camps, No. 2 tunnel, during the year was 2,064 as compared with 3,667 in 1907, which is certainly an improvement.

NOW FOR A DOGS' HOME.

What does Hongkong want with a dogs' home? The idea, according to a statement made by His Excellency the Governor at yesterday's meeting of the Legislative Council, originated with a certain worthy person in the city who proposes to look after the waifs and mongrels of dogdom. If it had been anybody else than the gentleman in question, we should have said that there was a great scheme behind this dogs' home arrangement. For a moment's consideration will show how the game of fleecing the public could be worked with surpassing results. First, there is the home. Well, that need not be an elaborate affair; certainly one does not expect the housing arrangements to be on a par with the creations of Sir Christopher Wren. A few boards, tacked together, a number of staples and an ample supply of water, and the dogs' home is complete. But what an opportunity for graft. Once the home is built, the promoter, if he were one of the worldly wise, could circulate the city for subscriptions towards the cost of erecting the large, airy and substantial structure, fitted with all modern conveniences and under the supervision of the Government. He could point with pride to the fact that humanitarianism is the keynote of life to-day; that it is the highest form of morality; that it is idealism personified; that those who subscribed a dollar to the building fund would be sure to go to heaven, while those who subscribed ten dollars would get there ten times as quick and have a better view. Then to encourage the laggards he might adopt the principle of the University Committee and assure those who contributed, say, \$100 that their marble busts would be placed in the home, while those who gave \$10 would receive an aluminium medal entitling them to nothing in particular. The scurvy knaves who only forked out a dollar would get a free chance in the lottery for broken-down wasters of the canine breed, all prizes and no blanks. If the promoter did not clear a solid five thousand out of that transaction then his reputation as an expert in dodging the public would be for ever blasted. But anyone having sufficient acumen to start a dogs' home in Hongkong would not fail—and it is only because we know the high standing of the gentleman who is disinterestedly taking up this matter that we seek to show how he is really doing the Colony a double kindness—first in starting the home on really humanitarian lines and second in keeping out jocosely-minded adventurers. Well then, having got together the money which is supposed to have been devoted to the building of the palatial dogs' domain—including five acres and two cows with a herd thrown in for luck to keep the unruly herd in order—our importer would humbly go hat in hand to the old and original subscribers and offer them special advantages if they took up new shares in the concern—that is to say, if they subscribed towards the maintenance of the home and the feeding of the brute beasts. What could be more commendable than subsidising a dogs' ward, which would be named after the donor? The dogs also would be re-christened after their sponsors. Of course, instead of giving a monetary grant, one might undertake to contribute so many rats per diem in order that his protégés might not suffer the pangs of starvation. And there again, the donor would be helping the Colony while gaining kudos for himself. Then having got a certain sum for keeping the dogs in good style, with special full diet and extras on Sundays, it would be necessary to appoint a manager or doorkeeper or janitor—the title does not matter—because by this time the Dogs' Home would have blossomed into an institution to be referred to with pride, each single plank composing the three foot square building being by this time the object of reverence. And that would mean another subscription. The Government could be approached for a grant-in-aid or a donation or a supplementary vote and a little coaching of the officials would see it carried. For is not the dog man's best friend, and are you to see your friend lack his little luxuries? Of course the subscription idea could be worked ad infinitum, and if all else failed then we could have a cats' home, then a dogs' and cats' home, in fact homes for every living animal except the human destitute, who has to wander on the hillside at night looking for a bed among the trees. It is fortunate that this scheme is in the hands of a very respected clergyman who, as we have shown, has saved the Colony from countless possible evils.

LOCAL AND GENERAL.

A BYFALLO was the cause of the derailment of eleven waggons on the Siam railway recently.

Of the Langkawi group of islands, Siam retains possession of Pulau Trutaw and Pulau Adang.

A MAD dog ran amok in Bow Bazaar, Calcutta, and bit 25 persons, who are being sent to Kasauli at the public expense.

THE Hongkong and Shanghai Bank has just bought a piece of land at Batavia, on which banking offices will be erected.

A SEAM of coal, 5 ft. 6 in. in thickness, has been pierced near Dover. The seam is the thickest yet found in the Kent coal area.

WE are informed by the Colonial Secretary that, ten days having elapsed since the last case of plague, clean bills of health are being resumed.

THE production of Java sugar has been doubled in the last fourteen years and amounts to, at present, about ten per cent of the world's production of cane and beetroot sugar together.

A CONSIDERABLE depletion of the Chinese population took place from Perak last year. The Railway, the Chinese Protectorate, the Mines Department and the Secretariat returns all tell the same tale.

A NEW native publication, *The Theatrical News*, has made its appearance in the Colony. In the Police Court, this morning, a coolie was fined \$10 by Mr. J. R. Wood, for selling that journal without a licence.

HIS Excellency the Governor has been pleased to order that the record or file of patents heretofore kept and the Register of Patents be transferred from the Colonial Secretary's Office to the office of the Deputy Official Receiver and be placed under the custody of the Deputy Official Receiver with effect from the 1st September, 1909.

A CHINAMAN, Leung Chau, who was acting as watchman to a gambling game, which was being conducted in Jardine's Bazaar yesterday, was arrested by the Wanchai police. On the way to No. 2 Police Station he offered the police a bribe of nineteen cents to secure his release. In the Police Court, to-day, he was charged with both the offences, and had to pay a fine of \$20.

FIVE sub-committees of the Seattle Chamber of Commerce are engaged in collecting by subscription funds for the material of the Japanese business men and officials who will arrive in Seattle in September for a tour of the Pacific Coast and the Eastern States. It was determined at a meeting held in the Chamber of Commerce to raise a fund of \$10,000 for the reception and entertainment of the Japanese while they are in Seattle.

A FISHING boat, which was then anchored off Lamma Island, was raided by the police last night. It was expected that a quantity of arms and ammunition was aboard. The junk was searched from stem to stern, but nothing of that sort was on board, the only thing that was seized being a box of dynamite detonators, to be used for fishing purposes. The master of the junk was charged in the Police Court, to-day, with being in possession of the goods, and was fined \$15, or six weeks' hard labour. Fine paid.

POLICE-SERGEANT Wilson charged a marchant named Hui Wan, of 7, Connaught Road West, before Mr. J. R. Wood to-day, with bringing unstamped letters into the Colony, thereby infringing the exclusive rights of the Postmaster General. The defendant arrived by the steamer *Shut On* early this morning from the West River. He was stopped on the wharf and searched, thirty-four letters being found in his bundle. Most of the letters contained drafts and were addressed to firms in America. A plea of guilty was entered, and a fine of \$50 imposed.

SUNDAY-SCHOOL teachers should leave their Bibles at home when they set out to teach the young idea on Sabbath morning, according to Professor Clyde W. Votaw, of the University of Chicago divinity school, who lectured on "Ethics and the Sunday School" recently at the university. The speaker declared the Bible was not modern enough for the child, and that neither the pupil nor the average teacher could understand the Scriptures sufficiently to consider them. Professor Votaw would have the Sunday-school pay more attention to topics connected with contemporary existence than to the Scriptures.

"I WENT there to find a friend," said Lai Kwai, a coolie, who was charged before Mr. J. R. Wood, in the Police Court, to-day, with entering a dwelling house and stealing a quantity of stuff. At about six o'clock this morning Lai entered 86 Connaught Road Central. The front door was not locked. He made his way to the kitchen and collected a kettle, and some ladles. On his way out he took up three jackets, which he found lying on a box. On his way down the stairs he was seized by the occupier, who was waiting for him to come out. A sentence of three weeks' hard labour and four hours' stocks was passed.

STEALING a sampan worth about \$20 from a Kowloon City merchant, was the charge preferred against two men belonging to a stone junk at the Police Court, to-day. The sampan was moored near the beach, at Kowloon City, and the defendant, it is stated, sunk her with rocks. This was three days ago. A search was made by the owner for the boat, but it was unavailing. At an early hour this morning the defendants were seen diving into the water and removing the rocks from the boat, their intention being to get her up and take her away. Sergeant Sim was on the look-out, however, and arrested the two men. A plea of not guilty was entered, and the case adjourned.

CANTON DAY BY DAY.

VILLAGE R. HUBBY.

[From Our Own Correspondent.]

Canton, 26th August.

On the 2nd day of this moon, at 8 o'clock in the morning, the village of Ma Sha, in the district of Namhol, was attacked by robbers, of whom most were soldiers stationed in the vicinity. Sixteen houses in all were ransacked and five persons were kidnapped. The case has been reported to the Namhol Magistrate and yesterday that official sent a deputy to the village to investigate.

LAUNCH FERRY.

The Canton Launch Guild has petitioned the officials for the privilege of running ferry boats in tow of steam launches between Canton and Honam to take the place of the sampans, which are not considered to be safe enough for passenger traffic. The petition of the Steam Launch Guild is now under consideration, and, if granted, the people will appreciate the action of the Steam Launch Guild in providing a steam ferry traffic service in the Pearl River between Canton and Honam.

LEATHER FACTORY.

It is reported that the required capital for the formation of the proposed Canton Leather Factory has been fully subscribed and that a site has been selected in the vicinity of the tanks of the Canton Waterworks for the establishment of the factory.

FIRE AT TAI-KOK-TSUI.

ONE HOUSE GUTTED.

Shortly after one o'clock this morning fire broke out in a house at Tai-kok-tsui, near Yau-ma-tei and had it not been for the sharp arrival of the brigade it might have been attended with serious results. The house where the conflagration took place is a two-storeyed brick one, and numbered 13. The ground floor was used as a grocer shop, and the floor above occupied by coolies. The fire occurred in the ground floor, amongst a lot of inflammable goods, and ate its way to the first story. When the fire brigade from Yau-ma-tei Police Station, which was in charge of Sergeant Macdonald and Policeman Altamir, arrived on the scene, the entire building was ablaze, and steps were instantly taken to save the adjoining houses. In this the firemen were successful. House No. 53 was gutted. The damage done is estimated at \$500 and was not covered by insurance. The origin of the outbreak has yet to be discovered.

HONGKONG WATER POLO
SHIELD COMPETITION.

EIGHTH ROUND.

LUSITANO RECREATION CLUB VS. BOYS' OWN CLUB.

A draw was hardly expected when the above teams met yesterday afternoon, and although the Lusitanos were at one time looked upon favourably and reckoned on taking their place in the above competition, after their defeat at the hands of the "Buffs" the Boys were fancied and in fact odds were given that they would overcome their rivals when they met in the swimming enclosure, as the latter although a very light team, are much quicker than their bigger opponents. Though the Boys have had the misfortune to have drawn in two matches this season, they have only suffered defeat at the hands of such formidable antagonists as the V.R.C. and the Corinthians, and still have a chance of occupying third place in the Shield fight. The Lusitanos, although a pretty fast lot have been taking things too easy of late, as the form exhibited in recent matches proved that they are not playing their usual good game such as was shown in the beginning of the competition.

The swimmers who represented the rival teams at yesterday's game were with but a couple of exceptions the same as have played throughout this interesting aquatic struggle.

L.R.C.—A.J.V. Ribeiro (Capt.) J.M.O. Lopes, C.A.C. Rodrigues, E.M.O. Remedios, F.L. da Roca, C.M.S. Alves and Robert M. Carvalho. B.O.C.—A.R. Ellis (Capt.), A.S. Ellis, B. Muskett, E. Leitao, H.J. White, H.W. Peterson and P.A. Vranovich.

Muskett secured the ball at the commencement and after a lot of fast swimming and some good tries by the Lusitanos, Rosa got away from Peterson and swimming right up in front of the goal, had little difficulty in scoring the first and only goal for his team. Instead of forcing matters again, the leaders allowed their younger rivals to dash right up into their territory which resulted in A.S. Ellis sending in a tricky shot which completely baffled Alves, the Lusitano custodian. No further scoring resulted after this.

The second portion of the struggle saw the L.R.C. men continually bombarding the B.O.C. goal, but while coolly kept the shots out and averted further disaster for his comrades. A grand opening was given Leitao to score just before time, but his stinger sent in was just saved by Alves at the cost of a corner throw, which, however, did not materialise and brought a good game to a close.

Lusitanos 1. B.O.C. 1.

NINTH ROUND.

87th Co. R.G.A. v. L.R.C.

88th Co. R.G.A. v. 89th Co. R.G.A.

B.O.C. v. Buffs

R.E. v. V.R.C.

LEAGUE TABLE.

Played. Won. Lost. Drawn. Points

V.R.C. 7 7 0 0 14

C.Y.C. 8 7 1 0 14

Buffs 7 5 3 0 10

B.O.C. 7 3 2 2 8

L.R.C. 7 3 3 1 7

R.E. 6 2 4 0 4

89th Co. R.G.A. 6 1 5 0 2

88th Co. R.G.A. 7 1 6 1 1

87th Co. R.G.A. 7 0 6 0 0

NEW CANTON VICEROY.

LUNCHEON AT GOVERNMENT HOUSE.

H.E. Yuan Shu-Huan, the Viceroy-designate of Canton, is expected to arrive in Hongkong from Shanghai by the s.s. *Hsin Ning* on the 31st inst. or early on the morning of the 1st September. His Excellency will make a very brief stay in Hongkong and then proceed to Canton. During his sojourn in the Colony, H.E. Yuan will be entertained at an official luncheon at Government House.

SUICIDE IN THE HARBOUR.

COOLIE JUMPS FROM FERRY LAUNCH.

A report was made to the police last night of a case of suicide, which had occurred in the harbour. The information was supplied by the coxswain of a Yau-ma-tei ferry launch, and it would appear that while the launch was crossing the harbour on her way to Yau-ma-tei, one of the passengers, who was seated forward, got to his feet and jumped over the side. The launch was stopped immediately and a search was made for the man, but without success, and the launch continued the journey. The man was not known to anyone on board. On reaching Yau-ma-tei a report of the occurrence was lodged at the station.

FAR EASTERN SHIPPING.

PROSPECTS OF COMPETITION FROM THE JAPANESE.

Trade in the East, and shipping in particular, says "Fairplay," were exceedingly bad when I passed over the ground in March and April of this year. In Hongkong I heard that most of the time-chartered boats which had hitherto been engaged in the China coasting trade had been sent home for good, and that out of some 140 only about 30 vessels remained on the Coast. In Shanghai the same tale was told, and in Japan I was informed that out of a total tonnage of 1,400,000 of mercantile steam shipping owned by Japan 400,000 tons were laid up.

As regards the future of Japanese shipping I am of opinion that the low wages and cheap victualling will enable Japanese shipowners to successfully compete against Europeans and to gradually compete against European vessels now employed in the China trade; at present lack of funds is the principal impediment.

ADMIRALTY DOCKYARD.

NOTICE TO MARINERS.

It is notified in the *Gazette* that when any of H.M. ships are about to enter or leave the Admiralty Camber at H.M. Dockyard, Hongkong, a red flag will be hoisted on the flagstaff erected on the north arm of the aforesaid camber.

When this signal is hoisted, all vessels (including native craft and steam launches) must pass to the northward of the docking buoys and the line formed by buoys Nos. 6, 6a and 11.

When any of H.M. ships are about to enter or leave the Admiralty Dry Dock, a blue flag will be hoisted on the above mentioned flagstaff.

All steamships must then pass to the northward of the moan-of-war anchorage, and all steam launches, junks, and sampans, must keep out of the way of the ship entering or leaving the dry dock when in the waters between the following boundaries:—

Western Boundary—A line joining Nos. 4, 5, and "West Dock" buoys and N.W. corner of Dockyard Extension.

Eastern Boundary—A line joining No. 3 buoy, bows of H.M.S. *Tamar*, "East Dock" buoy, and Western arm of entrance to Naval Camber.

The ship entering or leaving the dry dock to have the "right-of-way" within these limits, all other vessels to take their own risk if within the above mentioned waters when the blue flag is shown from the flagstaff.

OPIUM SEIZURE AT BANGKOK.

DRUG CONCEALED IN FIRE BRICKS.

"Customs" guards searching the s.s. *Phonang* yesterday came across a neat little "plant" of over 100 lbs. weight of opium dross stowed away among the coal in the bunkers, says the *Star Weekly Mail* of the 16th inst. It was but a small haul, but satisfactory. And to-day the Customs' folk, while searching the passengers by the s.s. *Paklat*, tumbled across one of the most witty and ingenious attempts to smuggle it was possible to conceive. It seems that a Cantonese passenger named Ah Poo had several boxes of a substantial nature, reinforced by wooden battens. These latter by their size aroused the suspicions of the searchers and they promptly took one off. Of course it dropped a long flat tin of opium. So they hauled off all the battens and found that each batten had been hollowed out and contained neatly fitted tins of illicit stuff, one of which had in it no less than 59 lbs. weight of the treacle-looking stuff. Of course the owner of the boxes was told he must "come along"—and just as he was about to do so it transpired that he was the owner of a small stack of firebricks. They were just an ordinary looking lot of firebricks that looked as though they had come out of a furnace. Just for luck one was broken in halves when it was discovered that they were really thin foil of opium which had been covered with a thin coating of clay and then fired. Just how this was done without causing the tins to burst is somewhat of a mystery, as the tins had no vent holes or traces of such, but it had been done in a wonderfully clever manner. Altogether fifty-one tins of opium of varied shapes and sizes were found among the battens and bricks and the Customs' officials must be congratulated upon having frustrated one of the cleverest attempts at smuggling yet discovered locally.

TOWKAY Loke Yee's electric plant, which is now used in his saloon at Serendib, will be removed to Port Swettenham, where he is opening up a cement factory, with Mr. D. G. Robertson, who is coming out from Hongkong.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

NEW CANTON VICEROY.

H.E. YUAN BANQUETTED.

[By courtesy of the "Sheung Po."] Shanghai, 27th August.

H.E. Yuan Shu-Hsuan, the new Viceroy of Canton, was the guest of honour at a banquet given, on the 27th inst., by the gentry and merchants at the Kwang Shiu Guild Hall.

In the course of a speech, Viceroy Yuan said that, after his arrival in Canton, it will be his endeavour to adjust matters in the administration of the two Kwang Provinces.

OPIUM-SMOKING OFFICIAL.

TAOTAI HO SUMMONED TO PEKING.

[By courtesy of the "Sheung Po."] Peking, 27th August.

The Anti-Opium Bureau in Peking has summoned Taotai Ho Sing-ho from Fukien to proceed to Peking to be placed under observation.

MANCHURIAN VICE-ROYALTY.

JAPAN'S SUGGESTION.

[By courtesy of the "Sheung Po."] Peking, 27th August.

The intention of the Central Government to transfer Chiu-I-shun to the Viceroyalty of the Three Eastern Provinces was prompted by Japan.

ANTUNG-MUKDEN RAILWAY.

AGREEMENT SIGNED.

[By courtesy of the "Sheung Po."] Peking, 27th August.

Grand Councillor Na Tung has been conferring with the Japanese Minister for some day on the question of the Antung-Mukden Railway.

It is proposed to widen the gauge to that of the Peking-Kalgan Railway, and the land for the use of the railway will be purchased jointly by China and Japan.

An agreement embodying the foregoing terms has been signed by both parties.

All the details will be arranged by Viceroy Sik Liang.

Later.

The Antung-Mukden Railway question having been settled, Viceroy Sik Liang has proffered a special request to the Grand Council to revoke the order prohibiting newspapers from making references to affairs concerning the Three Eastern Provinces.

CHINA MERCHANTS' S. N. CO.

SCHEME OF NATIONALIZATION.

[By courtesy of the "Sheung Po."] Peking, 27th August.

A memorial has been submitted by the Ministry of Posts and Communications concerning the taking over of the China Merchants' Steam Navigation Co., Ltd.

SHIPPING AND MAILS.

French (Polynesian) 34th inst.
German (Draffinger) 31st inst., 5 p.m.
English (Asia) 2nd prox., 6 a.m.

The s.s. *Rubi* left Manila on 28th inst., and is due here on 30th inst., at 6 p.m.
The N.Y.K. s.s. *Kumano Maru*, Australian Line, left Manila for this port on 28th inst., and is expected here on 30th inst., a.m.
The N.Y.K. s.s. *Hakata Maru*, European Line, left Singapore for this port on 27th inst., and is expected here on 2nd prox.
The Imperial German Mail s.s. *Prinz Sigismund* left Sydney on 26th inst., at noon, and may be expected here on 27th prox.
The N.Y.K. s.s. *Yokohama Maru*, Bombay Line, left Tientsin for this port via Singapore on 25th inst., and is expected here on 3rd prox.
The P. & O. S.N. Co. s.s. *Adriatic* left Singapore for this port on 28th inst., at 9 a.m., with the outward English Mails and is due here on 2nd prox., at 6 a.m.

NOTES BY THE WAY.

LIQUOR LICENCE.

Those who have been following with interest the newly-introduced resolution whereby it is proposed to increase the revenue derived from liquor licences by 100 per cent., experienced another mild surprise yesterday. A discussion was further deferred at yesterday's meeting of the Legislative Council. This, however, was not altogether unexpected, as it is of prime importance for those concerned to give full consideration to the question before reaching the Bill through Council. Meanwhile, there is a painful reticence on all sides as to how Government proposes to meet the loss in the Colony's revenue as a direct result of the Imperial Government's policy. It would hardly be an exaggeration to say that there are not many who would wish to be in the Colonial Treasurer's shoes during the next few fiscal years, when such a thing as the opium trade will have been wiped out of existence. In this respect, it would be interesting to know how far, if at all, the British taxpayer is going to contribute towards the crippled revenue of the Colonies, brought about by the suicidal policy of a Government who are ever ready to lend a willing ear to ignorant and irresponsible faddists while they are blind to greater evils that are nearer home. They are throwing away the substance for the shadow.

SELF-GOVERNMENT SOCIETY.

How have the mighty fallen! None could have received a greater shock than the self-formed association at Canton known as the Self-Government Society on being informed in a somewhat convincing manner by those who hold the reins of government that their mischievous propaganda would no longer be tolerated. The prompt action on the part of the high authorities will be hailed with satisfaction in intelligent quarters. The Self-Government Society have been allowed too long to sow the seed of discontent among their ignorant compatriots under the cloak of political reformation and the continued tolerance of Peking has been misinterpreted as a connivance at their antagonistic policy. This theory, if ever entertained, has now been exploded and the only thing that remains to be done by the Imperial Government is to take the first possible opportunity to pronounce the ban against an unlawful gang whose interference with matters on which they are hardly qualified to speak can only be a stumbling-block to China's progress, besides lowering her in the estimation of Western nations.

THE YARN DISPUTE.

One of the most important decisions delivered in the Supreme Court of the Colony was that given by the Chief Justice the other day in the yarn case. The importance of the decision by which Sir Francis Pigott reversed his original judgment does not so much lie in the fact that a large sum is involved but in so far as it embodies a question of principle which will have a direct bearing on future transactions between foreign merchants and native dealers.

A LADY'S AGE.

The delicate matter of a young lady's age is a fruitful source of fun for the humorist but seldom does this hackneyed subject crop up in a Hongkong Law Court. The other day, however, a witness in an interesting action at the Supreme Court relieved the monotony of the proceedings by giving vent to some decided views on the vexed question. The little incident suggests the question of the legality, or otherwise of a young lady's evidence in a Court of Law in the matter of her age and whether a member of the gentler sex who solemnly declares to the Court that she is a maid of twenty is not in point of fact of a maturer years. Not that any reflection is meant on the veracity of the fair sex, who are the embodiments of truthfulness, but when it comes to stating the unvarnished truth in a matter of such supreme importance to womenfolk, the best of them have a right to be diffident. How different with mere men. The average youth in the raw, gawky state prior to entering upon manhood, usually prefixes interesting details of his misadventures with "When I was in my teens," etc., and incidentally throws in an extra number of years which actual facts hardly warrant. But boys will be boys.

THE HOUSE BOY'S LEAVE.

The subtlety and finesse that is characteristic of the Oriental mind have always a peculiar interest which appeals to the Western observer. Even such a stoical being as a Chinese house-boy is sometimes responsible for a ready wit which at its best can never be fully comprehensible by the Occidental. The other day, I was approached by my "boy" for a week's leave owing to a brother's alleged death. The Celestial's laconic condition would have instantly aroused a griffin's compassion, but as I had granted him leave only a month before on a similar pretext, I naturally desired to investigate. On inquiring of the week-looking Celestial how it was that he came to lose two brothers in such quick succession, he replied: "This time blong No. 2 blongtel." I gave him to understand that the next time he would come to me, he would kill for the nonce No. 3, which brought forth the following typical answer: "No. 3 blongtel have maybe die last moon. Suppose another make blongtel die, he blong No. 1."

A STATE OF FINE WEATHER.

Another week of sunshine. Not for a long time has Hongkong been favoured with an almost cloudless blue sky week in and week out. Picnic parties and sporting fixtures in galore have been in full swing during the past fortnight and there have been none of those tricks of a fickle atmosphere with which exiles in this lonely outpost of the Empire are only too familiar. The dreaded Annual visitor has so far given the Colony a wide berth and it would seem that Hongkong is after all going to present a clean sheet as far as the typhoon season is concerned. Nothing could be more pleasing to those of our residents who are not particularly in pursuit of blood-thirsting experiences.

CASUAL CRITIC.

HONGKONG GYMKHANA CLUB.

FOURTH MEETING.

The programme of the fourth meeting to be held at the Happy Valley, on Saturday, 4th prox., (weather permitting) is as follows:—
1.—4.15 p.m.—GYMKHANA STAKES.—Value \$100. Distance: one mile. For all China ponies. Catch weights at 10 st. 6 lbs. Winners of an open race or open griffin race 5 lbs. extra. Non-winning subscription griffins allowed 5 lbs. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lbs. A cup called the Gymkhana Cup will be presented at the end of the season to be won by the pony scoring most marks in the race for the Gymkhana Stakes at the Gymkhana meetings during the season, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the race, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Such 2 lbs. to remain deducted until he wins again when he will carry the full penalties without deduction. Penalties accumulative up to 15 lbs. Entrance fee \$5. and Prize: \$25. (Half entrance fees to go to winner.)
Mr. Blank's Greyback, 146 lbs.
Mr. Dryadust's Triad, 136 lbs.
Mr. Dryadust's Best Friend, 151 lbs.
Hon. Mr. W. J. Gresson's Garth, 154 lbs.
Mr. Lawor's Theodolite, (late Backstay), 146 lbs.
Mr. Leeson's Seafoam, 151 lbs.
Mr. Seth's Tortoise, (late Strathmill), 141 lbs.
Mr. Slater's Pioneer, (late Tedcott), 141 lbs.
* Penalty of 10 lbs. * Penalty of 5 lbs.
* Penalty of 8 lbs. * Allowance of 5 lbs.
Points awarded up to date as follows:—
Triad 10
Garth 9
Best Friend 3
Sportsman 1
2.—4.35 p.m.—POLO. SCURRY.—Distance. From 2-mile post in. Ponies to start facing the village and turn right-handed at fall of flag. Catch weights 11.7. (All ponies entered must be bona fide polo ponies and passed as such by the secretary of the Polo Club). Entrance fee \$5. First Prize: A Cup presented by the Officers of the Garrison. 2nd Prize \$25. (Entrance fees to go to winner.)
Mr. H. J. Gedge's Desire,
Mr. H. J. Gedge's Rufus,
Hon. Mr. W. J. Gresson's Middlesex,
Hon. Mr. W. J. Gresson's Birthday,
Mr. J. Johnston's Blue Rain,
Mr. J. Johnston's Dammil,
Mr. J. Johnston's Jack-O'-Oran,
Commodore H. Lyon's Swan.
3.—4.55 p.m.—B Class. 5.15 p.m.—A Class.—THREE QUARTERS OF A MILE HANDICAP.—For all China ponies. The race will be split up into higher and lower divisions by the handicappers provided that there are 12 or more entries. Entrance fee \$5. First prizes: Two Cups presented by Commodore H. Lyon, and the Hongkong Gymkhana Club for Classes A and B respectively. 2nd prizes: \$25. Entrance fees to be divided between winners of A class and B class.
Class B.
Admiral Lambton's Kamrath, 158 lbs.
Mr. J. Johnston's Dammil, 158 lbs.
Mr. Lawor's Theodolite, (late Backstay), 155 lbs.
Commodore H. Lyon's Cavalier, 148 lbs.
Major H. Findlay's Polo Stick, 145 lbs.
Mr. M. M. Brice's Gambler, 145 lbs.
Mr. Seth's The Tortoise, (late Strathmill), 143 lbs.
Mr. Blank's Argyle, 140 lbs.
Class A.
Mr. Dryadust's Best Friend, 161 lbs.
Mr. Dryadust's Triad, 158 lbs.
Mr. J. Johnston's Herizblat, 157 lbs.
Mr. L. K. Leeson's Seafoam, 155 lbs.
Mr. Blank's Greyback, 147 lbs.
Hon. Mr. W. J. Gresson's Lammerton, 145 lbs.
Hon. Mr. W. J. Gresson's H. H., 141 lbs.
Mr. L. K. Leeson's Soudan, (late Fofur), 138 lbs.
4.—5.35 p.m.—INDIVIDUAL TENT-PEGGING COMPETITION.—China ponies only to be used. Best of three runs. 3 points for a carry; 2 for a draw and 1 for a touch. The Judge flags at his disposal 2 points for pace and style over all three runs. Lance exercise will not count towards style. Lances as supplied by the Club, or of a similar pattern must be used. Entrance fee \$1. First prize: a cup presented by the Hongkong Gymkhana Club.
Mr. C. H. Blison,
Mr. M. M. Brice,
Mr. Crookenden,
Mr. W. S. Duggie,
Major Eaton,
Mr. H. J. Gedge,
Mr. John J. Johnston,
Mr. Maxwell,
Mr. C. C. Moxon,
Mr. Gill.
5.—5.55 p.m.—ONE AND A QUARTER MILE HANDICAP.—For all China ponies. Entrance fee \$5. First prize: A Cup Presented by John Johnston; 2nd prize: \$25. (Entrance fees to go to winner.)
Mr. Dryadust's Best Friend, 161 lbs.
Mr. Dryadust's Triad, 158 lbs.
Hon. Mr. W. J. Gresson's Garth, 156 lbs.
Mr. L. K. Leeson's Seafoam, 153 lbs.
Mr. Blank's Greyback, 147 lbs.
Hon. Mr. W. J. Gresson's Lammerton, 142 lbs.
Mr. M. M. Brice's Toodles, (late Phoenix), 139 lbs.
Hon. Mr. W. J. Gresson's H. H., 139 lbs.
Mr. Seth's The Tortoise, (late Strathmill), 135 lbs.
A Canton coolie, who arrived in the Colony recently, and who was apologetic for work, stole a private ricksha from the side channel in Lee Yuen Street last night. His wishes have been met. Now he is doing six weeks for the Government, with four hours' stocks thrown in.

A MIDNIGHT SCENE.

SHIPPING OFFICER ACCUSED OF ASSAULT.

"Yes, Sir, I struck him, but it was under great provocation." This was the excuse a shipping officer tendered in the Police Court, this morning, when he was charged with assaulting an Indian police constable in Des Vaux Road Central at midnight yesterday. The defendant pleaded guilty, and made the excuse as given above.

The policeman stated that while he was on duty outside the Hongkong Hotel at midnight he saw the defendant reclining in a ricksha. The puller approached him and said that he did not know where to take the defendant, and that he would not pay him his fare. Witness aroused the defendant and asked where he was going. The shipping man replied that it was none of his business and struck the policeman in the face. The latter seized him by the right arm, and received another blow.

Mr. F. A. Hazeland—What was the provocation? Defendant stated that after a spree he wanted to go to a certain place, and the policeman thought fit to insult him, calling him a "big swine." Defendant told him that if he said those words again he would knock him down, which he did.

The defendant at this stage asked for an adjournment to engage a solicitor.

NEW TERRITORIES PATROL.

OPINION OF MILITARY MEN TO BE OBTAINED.

A Hongkong Telegraph representative was given to understand that a number of officers of the Garrison left Hongkong this afternoon for Taipei, on board the tender *Stanley*, in order to make an excursion through a portion of the New Territories, with the object of discovering what facilities there exist for stationing a patrol guard of mounted constabulary in those districts, which are more liable to the attacks of robber bands. The idea is to survey the road—or what correspond to roads—and to form an estimate of the value such a patrol force would form to the Colony. Obviously the idea has originated out of the dastardly outrage, which was committed by a gang of Chinese miscreants on two Indian policemen, who, while in the execution of their duty, were foully done to death last week.

\$500 REWARD.

A reward of \$500 is offered for information which may lead to the apprehension of the person or persons who were concerned in the murder of two Indian Police at the Lam Tau Gap, Au Tau, New Territories, on the morning of 20th August 1909.

U.S. MINISTER TO CHINA.

HIS VIEWS ON THE COUNTRY.

The *Chicago Daily Tribune* has an interview with Mr. Charles R. Crane who has been offered and accepted the post of U.S. Minister to China, and in the article which this paper publishes the new representative to Peking is reported to have announced his determination to further American interests in China. The *Tribune* points out that Mr. Crane is a Democrat, and mentions that one of the new Minister's qualifications is his familiarity with the Chinese language, he having travelled in this country.

Mr. Crane said that he did not regard his appointment to China as a reward for political activity, inasmuch as he voiced the Republican ticket for the first time in his life last November. Proceeding he said:

"Without meaning to detract from the importance of other diplomatic positions, I long have considered the Peking post of unusual, perhaps dominating importance to our nation. One of the principal aims of my incognito will be aiding American enterprise to secure and maintain an adequate foothold in a country which promises to be the richest market of the world. My reason for accepting the Peking post is not a result of hasty action, but springs from ideas and opinions which have been formulating for years."

"I may say that highly complimented as I would be, by any opportunity to serve my country in any honourable capacity, I would not have accepted any other position in the government. Indeed, I would have hesitated to accept the post under different circumstances, but the fact that President Taft, in whom I have great confidence, is personally familiar with the issues of the Eastern question, and that this knowledge probably will ensure a progressive and enlightened American policy in China, and that the representatives of our government there will have sympathetic co-operation at Washington, makes me willing to undertake a responsibility which otherwise might seem to be onerous."

"Secretary Knox's attitude towards China, as already indicated by his energy in promoting American interests there, also encourages me. In my opinion, China is the focus of the world's greatest international problem. I regard the interest of the United States in this problem as fundamental."

"I can think of no foreign nation in whose progress, prosperity and security the United States has a greater interest. While America's policy in China must be founded, as President Taft said in his speech at Shanghai, in 1907, upon a broad platform of real international equity and mutual self-respect, it will turn upon political issues. Its greater interest to America lies in the commercial opportunity which trade with China presents. The great industrial expansion which China is just entering upon opens an immense field for American enterprise, and our government should aid it in securing and maintaining a foothold there. If, during my incumbency, I can contribute to improving the relations of America and China, and to cementing the community of interests which binds the two nations together, I shall feel satisfied."

To-day's Advertisement.

DIOCESAN SCHOOL AND ORPHANAGE.

SCHOOL will RE-OPEN on WEDNESDAY, 1st September.
Hongkong, 28th August, 1909. [6/4]

COBRA VS. MONGOOSE.

A BATTLE ROYAL.

An eye-witness writes to the *Times of Ceylon*—

I had the good fortune to witness a fight between a foot-let Cobra di Capella and a full-grown common mongoose (the *Mugata* of the Sinhalese; *Kiripital* of the Tamils).

On first catching sight of the cobra "Rikki Tik" (as Rudyard Kipling calls the Indian mongoose) quietly smelt its tail and then hung around awaiting events with curiosity; but he had not long to wait, for the cobra spread its hood, hissed out its death-sentence, and prepared to dart from its coil at its natural and hated enemy.

Now commenced a most interesting and deadly battle—of foin and counter-foin by the mongoose, and "strike" and lightning-like recovery by his adversary, who was also on the defensive all the time watching for the opportunity to get in his properly aimed bite.

Time after time "Rikki Tik" squirmed slowly up to within reach of those terrible fangs—belly on ground—with every grey hair of his body erect with anger and excitement, his eyes glaring from his head—which by the way he invariably held sideways during this approach and attack—but, the moment the cobra "struck," in a flash back sprang master mongoose, and although often it appeared as if impossible that he could have escaped the dreaded fangs, never a scratch harmed him, and there he would be again wearing the cobra out and pressing his advantage inch by inch. At last, with a growl and sharp "Rikki" cry the plucky little beast flew in, avoided the "strike," and so red the snake behind the head, never for a moment getting under its mouth, but right at the nape of the neck and head, which he crunched with a loud cracking sound, despite the struggles and twistings and turnings of the cobra. Again and again "Rikki" returned to the now writhing reptile and bit its head and body until it lay dying.

Finally he ate 3 or 4 inches of his mortal foe, but carefully avoided eating the fangs and poison glands, which I picked up by a piece of stick and found them broken, but with the venom sacks attached.

Contrary to popular belief I am of opinion the mongoose is not immune from snake poison, else why should he so particularly and carefully avoid being bitten, for it is only by his marvellous activity that he escapes the spring and darting strike of his deadly enemy, the Cobra di Capella.

VOLUNTEER CORPS ORDERS.

SIGNALLING CLASS.

At Quarry Bay at 5.15 p.m. on Monday, the 30th August, and Thursday, the 2nd September.

RECRUITS' DRILL.

At Headquarters at 5.30 p.m. on Thursday, the 31st instant, for 295 Gun Drill. Sergt. W. A. Moore, R.G.A., will attend.

JOINED.

Mr. J. H. Dyer joined the Corps on the 21st instant, assigned Corps No. 1,094 and posted to the Engineer Company.

Mr. F. Summers joined the Corps on the 24th instant, assigned Corps No. 1,095 and posted to the Engineer Company.

Mr. E. Hyndman joined the Corps on the 24th instant, assigned Corps No. 1,096 and posted to the Engineer Company.

Mr. H. J. White joined the Corps on the 25th instant, assigned Corps No. 1,097 and posted to the Engineer Company.

PASTEURIZED AMSTEL PILSENER BEER.

SPECIALLY MOST PASTEURIZED PALATABLE, FOR USE IN REFRESHING TROPICAL COUNTRIES. AND WHOLESOME.



Sole Agents:

H. PRICE & CO., LTD.

WINE, SPIRIT AND CIGAR MERCHANTS,

12, Queen's Road Central.

Hongkong, 28th August, 1909.

[77]

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S
Royal Mail Steamship Line.
"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of
12 DAYS, YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER.
SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.
(Subject to alteration).
Connecting with Royal Mail Atlantic Steamers.

From Hongkong,	From Quebec.
"EMPRESS OF CHINA" SATURDAY, SEPT. 4TH.	"ALLAN LINE" FRIDAY, OCT. 1ST.
"MONTEAGLE" SATURDAY, SEPT. 18TH.	"EMPRESS OF IRELAND" FRIDAY, OCT. 22ND.
"EMPRESS OF INDIA" SATURDAY, SEPT. 25TH.	"ALLAN LINE" FRIDAY, NOV. 12TH.
"EMPRESS OF JAPAN" SATURDAY, OCT. 2ND.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers to the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 43.
Via New York 45.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
J. W. GRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

For	Steamship	On
SINGAPORE, PENANG & CALOUTTA, KUTSANG	CHIPPING	TUESDAY, 31st Aug., 3 P.M.
TIENSIN VIA WEIHAWEI	CHIPPING	TUESDAY, 31st Aug., 4 P.M.
SHANGHAI	FOOSHING	WEDNESDAY, 1st Sept., 3 P.M.
SANDAKAN	KWONGSANG	THURSDAY, 2nd Sept., 4 P.M.
MANILA	MAUSANG	FRIDAY, 3rd Sept., 4 P.M.
SINGAPORE, PENANG & CALOUTTA, LAISANG	LOONGSANG	FRIDAY, 3rd Sept., 4 P.M.
MAVILA	YUENSANG	SATURDAY, 4th Sept., 4 P.M.
SPORE, SAMARANG & SOERABAYA, HINSANG	YUENSANG	FRIDAY, 10th Sept., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	NAMSANG	TUESDAY, 14th Sept., 2 P.M.
& MOJI	NAMSANG	FRIDAY, 17th Sept., Noon.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers *Kutsang*, *Namsang* and *Yuensang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Vladivostok, Port Arthur, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kuda, Lahad, Datto, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage apply to
JARDINE MATHESON & CO., LD.,
Telephone No. 61.
Hongkong, 28th August, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS—SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	"LINAN"	20th Aug., Daylight.
SWATOW, AMOY & SHANGHAI	"FOOCHOW"	30th " 4 P.M.
MANILA	"TEAN"	31st " 3 P.M.
HOIHOW & HAIPHONG	"SINGAN"	2nd Sept., 9 A.M.
SHANGHAI	"CHINHUA"	2nd " 4 P.M.
SHANGHAI	"CHENAN"	5th " Daylight.
MANILA	"TAMING"	7th " 4 P.M.
WEIHAWEI & TIENSIN	"KUEIKOW"	8th " "
SHANGHAI	"KAIFONG"	8th " "
MANILA, ZAMBOANGA and USUAL	"ANHUI"	9th " "
AUSTRALIAN PORTS	"TAIYUAN"	23rd " "

Reduced Saloon Fares, single and return, to Manila and Australian Ports.
DIRECT SAILING TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANOI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloons.

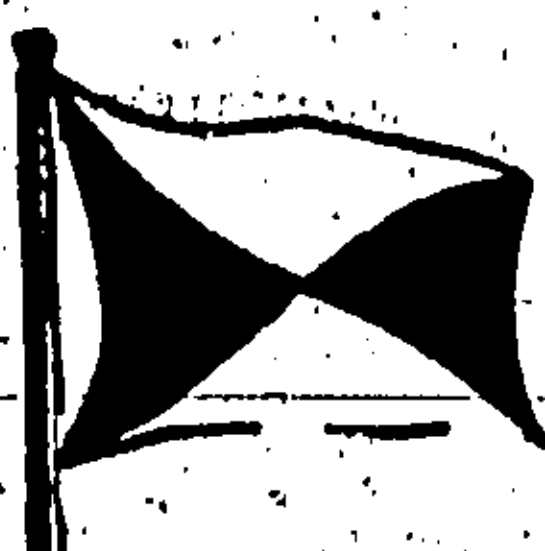
SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chenan*, *Lintan*, *Chinhua*) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo via through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—The steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines—\$45 single, \$80 return.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Telephone No. 36.
Hongkong, 28th August, 1909.

HONGKONG—MANILA.
CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED

Steamship	Tons	Captain	For	Sailing Dates
RUBI	2540	R. W. Almond	MANILA	SATURDAY, 4th Sept., at Noon.
LAZIRO	2540	R. Rogers	"	SATURDAY, 12th Sept., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS

Telephone No. 27th August, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUITQUE, VALPARAISO, Etc., via MOJI,
KOBE, YOKOHAMA, HONOLULU and
SALINA CRUZ (Mexico).

S.S. AMERICA MARU	5,000 tons gross	Sail 30th Aug., 1909, at 5 P.M.
S.S. HONGKONG MARU	5,000 "	" 26th Oct., 1909, at Noon.
S.S. MANSU MARU	5,000 "	" 10th Dec., 1909, at Noon.

For particulars, apply to

K. MATSUDA,
Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 23rd August, 1909.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA KEELUNG	"TACOMA MARU"	5,000	SATURDAY, 25th Sept., at Noon.
SHANGHAI, MOJI, KOBE, SHIMIDZU AND YOKO	"TACOMA MARU"	5,000	" 25th Sept., at Noon.
HAMA	"TACOMA MARU"	5,000	" 25th Sept., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

For	Steamers	Leaves
TAMSUI & SWATOW & AMOY	"DAIGU MARU"	SUNDAY, 29th Aug., at 10 A.M.
	"Hi Murayama"	" 29th Aug., at 10 A.M.

SHANGHAI VIA SWATOW, "BUJUN MARU" THURSDAY, 2nd Sept., at 10 A.M.
AMOY AND FOCHOW "Captain Y. Fuzono" " 2nd Sept., at 10 A.M.

A special reduction of 20% on 1st and 2nd Class Fare to Fochow will be made during the months of August and September.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers "CHOHU MARU" and "BUJUN MARU" First class Cabins AMIDSHIP.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 28th August, 1909.



NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP	TAMBA MARU, Capt. J. H. Butler, Tons 6500	WEDNESDAY, 1st Sept., at Daylight.
SINGAPORE, PENANG, COLOMBO AND PORT SAID	INABA MARU, Capt. R. Takeda, Tons 6500	WEDNESDAY, 15th Sept., at Daylight.
VICTORIA, B.O. & SEATTLE	SHINANO MARU, Capt. K. Kawano, Tons 6500	TUESDAY, 14th Sept., at 4 P.M.
VIA SHANGHAI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA	TANGO MARU, Capt. S. Ishikawa, Tons 8,500	TUESDAY, 28th Sept., at 4 P.M.
SYDNEY AND MELBOURNE	NIKKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 3rd Sept., at Noon.
VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	KUMANO MARU, Capt. M. Winkler, Tons 6200	FRIDAY, 1st Oct., at Noon.
KOBE AND YOKOHAMA	HAKATA MARU, Capt. J. Driog, Tons 6500	FRIDAY, 3rd Sept., at 4 P.M.
	KITANO MARU, Capt. F. E. Cope, Tons 9000	FRIDAY, 24th Sept., at 4 P.M.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU, Capt. M. Winkler, Tons 6000	WEDNESDAY, 1st Sept., at Noon.
SHANGHAI, MOJI AND KOBE	YETOROFU MARU, Capt. K. Suyeda, Tons 4500	WEDNESDAY, 8th September.
BOMBAY, VIA SINGAPORE AND COLOMBO	MOYORI MARU, Capt. J. C. Richards, Tons 4000	THURSDAY, 2nd September.

† Cargo only.

‡ Fitted with new system of wireless telegraphy. * Omitting Keelung and Shimiden.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Atsuta Maru	(Capt. W. THOMPSON)	About Wednesday, 22nd September.
Miyasaka Maru	(Capt. T. MURAI)	About Wednesday, 20th October.
Kitano Maru	(Capt. F. E. COPE)	About Wednesday, 17th November.

CHEAPEST ROUND TRIPS BETWEEN HONGKONG AND JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 31ST AUGUST, 1909.

Special Excursion Tickets (1st & 2nd class) available for 4 months.

	YOKOHAMA RETURN	KOBE RETURN	MOJI RETURN	NAGASAKI RETURN
1st Class	\$120	\$110	\$100	\$90
2nd " " " "	\$80	\$70	\$60	\$50

Option of rail between calling ports in Japan.

For further particulars, apply to

T. KUSUMOTO,
Manager.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA," Captain H. Powell, carrying His Majesty's Mails, will be despatched from this for BOMBAY, Etc., on SATURDAY, the 4th September, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Marmora*, 10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, Etc., will be conveyed via Bombay by the *R.M.S. Persia*, due in London on 10th October, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
K. A. HEWETT,
Superintendent.

Hongkong, 24th August, 1909.

CHARGEURS REUNIS.
(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL DUPERRE," expected to arrive on or about the 28th August.

For further particulars apply to
MESSAGERIES MARITIMES,
Agents at Hongkong.

Hongkong, 27th July, 1909.

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

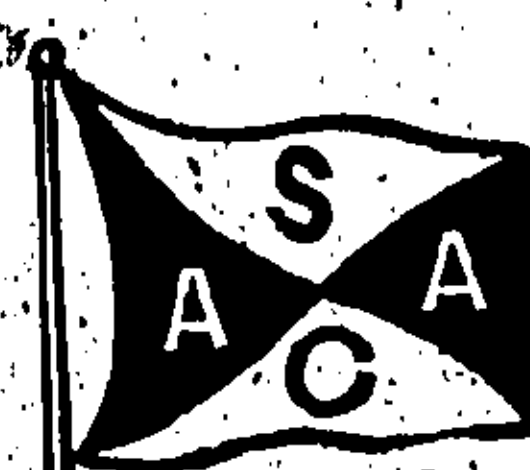
THE Company's Steamship

"POLYNESIE," Captain Broc, will be despatched for the above Ports on MONDAY, the 30th August.

For Freight or Passage, apply to
P. DE CHAMFORIN,
Agent.

Hongkong, 23rd August, 1909.

HONGKONG—NEW YORK.



AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

S.S. "INDRAPURA" On 17th September, 1909.

For Freight and further information, apply to
SHEWAN TOMES & CO.,
General Agents.

Hongkong, 24th August, 1909.

STEAM TO CANTON.

THE New Twin Screw Steel Steamer

"KWONG TUNG" Capt. R. W. ALMOND
"KWONG SAI" Capt. M. S. O'ROURKE
Leave Hongkong for Canton at 9 every evening, (Saturday excepted).
Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey, \$4.
Meals, \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,
and
SHIU ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 26th April, 1909.

Shipping—Steamers.

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"JAPAN," Captain J. G. O'Hent, will be despatched for the above Ports, on FRIDAY, the 3rd proximo, at Noon.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a daily certified Doctor.

RETURN TOURS TO JAPAN.

(Occupying 24 days).

Steamers leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea), Moji to Hongkong providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s steamers.

Fare for round trip \$120.

For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents,
Hongkong, 27th August, 1909.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK:

S.S. "LENNOX" On or about 10th Sept.

For Freight and further information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 31st July, 1909.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, Etc.)

THE Steamship

"EMPIRE,"

Captain Helms, will be despatched as above on WEDNESDAY, the 15th Sept., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, Etc., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 26th August, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VANCOUVER, B.O., TACOMA & SEATTLE, VIA MOJI, KOBE AND YOKOHAMA

Steamer	Tons	Captain	Sailing Date
---------	------	---------	--------------

* *Seavie* 6,232 S. Shelton 23rd Sept. 1909.
* *Oceanic* 4,657 F. W. Davies 31st Oct.
* *Kumari* 6,232 J. Mathie 15th Nov.

* These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODWELL & Co., LIMITED,
General Agents.

Queen's Buildings
Hongkong, 26th August, 1909.

Q. C. MOOSA

1 & 3, D'AGUILAR STREET.

Intimations.

ESTABLISHED IN 1882. CAPITAL: £3,000,000.

ESTABLISHED IN 1882. CAPITAL £3,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,
AGENTS.

Denmark's Pride



HEYMANS BUTTER

REMINGTON TYPEWRITERS

SIEMSEN & CO.,
SOLE AGENTS.
Hongkong, 1st August, 1900. [500]

VETARZO

[illegible]

VETARZO BLOOD MEDICINE.

[illegible]

PARA VENDA. THE CHINA PROVIDENT LOAN AND MORTGAGE CO. LD.

GRANDE sortimento de **LIVROS**
de **MISSA** em Portuguez, encader-
nados em lindas capas de phantasia
e de diversas cores.

Preços módicos.

Dirija-se a

GRACA & CO.,
27, Des Voeux Road.

(CAPITAL PAID UP \$1,350,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Undertakes and Executes.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 8 Junho de 1900. [56] Hongkong, 10th March, 1901. [57]

Dentistry.

Dr. W. H. CHAUN,
THE LATEST METHOD.

of the
AMERICAN SYSTEM OF DENTISTRY
32 QUEEN'S ROAD CENTRAL,
STUDIO AT NO. 14, D'ARVILLE STREET
REASONABLE FEES

From the University of Pennsylvania, U.S.A.
 Washington, 15th April 1952

100

The Hongkong Telegraph.

MAIL SUPPLEMENT.

(ESTABLISHED 1861.)

NEW SERIES No. 7087

號三十月七年元統宣

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BIRTH.

On August 17, 1909, at Shanghai, to Mr. and Mrs. H. C. Marshall, a son.

DEATH.

On July 18, 1909, at The Grove, Blackheath, London, William Guston Howell, late London Secretary of the Shanghai Waterworks Co., Ltd., second surviving son of the late Sir Thomas Howell, of the War Office, aged 80.

The Hongkong Telegraph

MAIL SUPPLEMENT.

ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, AUGUST 28, 1909.

THE DELINQUENCIES OF CHAIR BEARERS.

(21st August.)

When a well known local resident goes to the trouble of bringing a couple of recalcitrant chair coolies before the Police Court on a charge of refusing hire it may be assumed that he has previously suffered from this form of contumacy. At some time or another nearly everybody in Hongkong has been made the victim of chair coolies and ricksha pullers who have habitually beaten a retreat if they suspected that the destination was any exceptional distance from their stand. And to be known or regarded as a payer of the exact legal fare is to be practically ostracised by the whole tribe of "Gondoliers." That is so in the case of Europeans in particular, although it is a known fact that ricksha pullers, as well as chair carriers, are quite willing to accept without a murmur a reduced fare from their compatriots. Why this should be the case it is difficult to understand, especially as the coolies impudently demand "cumsha" even when excess fare has been paid. But when the licensed chair coolies go the length of absolutely refusing to accept hire, the matter becomes infinitely worse. Unfortunately it is not every one who has the time or inclination to spend a day at the Police Court in order to prosecute a pair of defaulting coolies. In the first place it is not agreeable duty to appear at the Police Court at all on any account, nor is it pleasant to be regarded as a vindictive tyrant of the oppressed. Again, it takes a smart and athletic individual to catch the chair-bearers who by refusing a fare have contravened the terms of their licence, while it is equally difficult to identify the number of the chair. In the case of rickshas, these difficulties are increased tenfold, owing to the superior ability of the pullers to make themselves scarce. When the chance does occur of identifying the coolies, it is only the few, as we have said, who will proceed against the bearers and pullers by legal process for the reasons we have stated. Mr. Mowbray S. Northcote was therefore rendering a public service when he haled two chair coolies before the Magistrate yesterday and went out of his way to see them adequately punished. A fine of \$7.50 each was by no means harsh or unmerited, for it is common knowledge that these coolies are connected with guilds or societies which guarantee the members against loss should they have the misfortune to be brought up before the Court. What we should like to see the Magistrate do is to endorse their licences, so that on the second or third conviction for a like offence they should have their licences withdrawn and if the circumstances warranted they themselves should be deported. We believe that the Magistrate already possesses the power to take such action as that indicated but at the moment we do not recall an instance in which the bench has taken advantage of their authority in this respect, more's the pity. So long as the coolies know that the payment of their fines is assured and that nothing further will happen so long will they continue to pick and choose their fares, keeping an eye for the over-generous passenger who spoils the market by overpaying them. Witness the excitement there is among the chair-bearers and ricksha pullers when the American fleet is in port and the sailors are allowed shore leave. An American bluejacket is not allowed to be a pedestrian even if he would, for the simple reason that the coolies know they have an open-hearted soul to deal with who will not haggle over a cent piece. One other remark we would make and that is there should be some sort of regulation to prevent ricksha pullers declaring to Europeans whom they may deem undesirable fares, that they are already engaged. It is practically impossible to dispute the coolie's statement, unless one is prepared to wait an indefinite time until his patron appears and even if the alleged fare does not arrive who is to prove that the "puller" has been toying with the truth. Especially is this the case at certain hours when assistants are leaving their offices. In Singapore they have an excellent system whereby a ricksha coolie may obtain a pass entitling him to declare that during certain hours, say from one o'clock to three and from five to seven, he is not at the disposal of the public generally being engaged by a private individual. Whether such a system would work in Hongkong we cannot tell; probably it would have to be greatly modified, but at least it might lead to a decrease in the raucous yells which greet the favoured Europeans whose generosity is known or contemplated.

THE COMMERCIAL SCRAMBLE IN CHINA.

(23rd August.)

Those who have watched the trend of events in China of late years must have recognised the unwanted international scramble for commercial precedence which has

set in, with all its attributes of intrigues, cabals and petty squabbles. Such an exhibition for the delectation of those most concerned, that is to say the passive onlookers who are the subject of this international rivalry. At the same time it is bound to lead the Chinese to put greater faith in their assumption that the object of the foreigner is not to benefit the Middle Kingdom so much as it is to secure the plums which are to be had for the picking. Not only does all this bickering tend to give the Chinese a false impression but it also tends to lower the character of foreign nations, in other words their comparative disinterestedness, in their eyes and confirm their belief in the maxim of China for the Chinese. As a general principle there is little to be said against the principle, but the reactionaries are apt to carry it to its extreme point and demand the exclusion of all foreigners and even of all foreign goods. Not that the good sense of the better educated Chinese would support such a proposition but the idea remains. In contemplating the unseemly quarrels of the international commercial agents at Peking the *Shanghai Mercury* recently had a trenchant article on the subject, severely castigating those responsible for such a condition of things, in the course of which it said that dignity was thrown to the winds, and heads of states demeaned themselves by entering, or permitting their representatives to enter, into competitions for loans, concessions, contracts and what not, in which there was at times about as much decorum as there was in the wheat pit at Chicago. And our contemporary continues: "The whole thing is humiliating in the extreme. Who began it? Who was the culprit who first dragged his country's honour through the mire of the haggle, and the pitch of the competitive financier? To him be the shame of the present position, and to his imitators the disgrace of their degradation." That is strong language with a vengeance, rather too strong in our opinion, for after all there is something to be said in favour of those who seek to foster the trade of the country by which they are accredited. What we like about our contemporary is its vindication of Great Britain's motives in doing business with China. Did we go to China in order to make commercial profits? Certainly not; we went there to teach China how to utilise modern methods. In fact, it was in the spirit of philanthropists that Great Britain entered the Kingdom, and if she had to indulge in a couple of wars in order to bring the Chinese to a sense of reason that was only an accidental and fortuitous part of her unselfish conduct. We quote again: "One of the ablest men who ever served Shanghai in more than one capacity, a man of high learning, of great intelligence, well-informed, behind the scenes, and capable of comprehending what he saw there, wrote of British policy in China some two score and more years ago in the following memorable words:—'British policy in China has from the first been cosmopolitan in its character.' The most careful examination into records will prove that those words were literally true. How England came to be in China is a three-fold tale. We shall not repeat it. But when she came, it was to open a door which through previous millenniums had been closed. Once open, she put her foot down so that it could not be closed, and holding it ajar, beckoned to the other western nations to follow her inside. France came, Russia came, and all the rest when and as it suited them. They fought, they sold, they made profits, and were satisfied. From the very beginning England set her face against territorial aggrandisement. Hongkong was a necessity to the experience of the factories in Canton. It was in no sense a spoilation. The island was the abode of a few fishermen and more pirates. It was nothing compared with what England might have taken without as much as a 'By your leave' either to China or the rest of the world. America has severely followed the same course of procedure. From beginning to end, these two powers have stood opposed to territorial aggrandisement at China's cost, and for this reason have been more careful of their purely trade interests and less grasping after political influence." Certainly there is a great deal of truth in that statement but it only recounts a condition of things which has passed away. Fifty years ago, people had not absorbed the doctrine of 'hustle'; Japan was practically terra incognita; America had not yet realised the possibility of China as an outlet for her surplus products and, indeed, with the exception of Great Britain, Portugal and the Netherlands the foreign nations showed little or no interest in the Great Empire, which is to-day the focus of the commercial world. Who ever heard of all the London, Paris, Berlin and New York financiers clamouring and fighting to accept a loan from them either individually or in groups? And yet China is in the fortunate position only having to say that all she wants is a loan to have all the financiers of the world flocking to respond, and prepared to fight their best friends should they attempt to make first advances or appear to be specially favoured by the astute Central Government? In Peking, *The Mercury* puts it in this way: "Nowadays there seems to be no such thing as trade pure and simple. If a bale of piece goods arrives it is so much in the political balance at Peking. A mining concession weighs so much; a completed railway so much more. Is it any wonder that the Chinese are beginning to see in every coin that enters the country's political lining, in every loan a hidden intrigue. Yet is China hungering for cheap capital, as Argentina, as Brazil, and other new countries have hungered. Once for all, why cannot there be a complete divorce between business and

politics? Let business be business and politics politics. Once sure that foreign money came to her for her advantage and not for her undoing, China would probably soon get over the foolish portion of her present attitude. She would see that the investment of British, American, German, and other money within her borders would be more for her advantage than for theirs." The fact is that as has been said already buying and selling should be left to merchants and traders, borrowing and lending to the financiers. There is no doubt that this point of view is the right one, but when you have one nation appointing commercial attaches for the development of trade and another insisting that its ministers shall be men of business and not diplomats what can you do but follow suit willingly or otherwise? We are afraid that the day when business and politics were deemed essentially separate institutions has passed for ever.

RUSSIAN METHODS IN MANILA.

(24th August.)

Without the semblance of a trial and without the slightest warrant for their action so far as can be ascertained at present, twenty Chinese merchants, owners and managers of long established businesses, have been summarily deported from Manila by the secret service police. That is the story, in considerable space in the *Cablenews* of the 21st inst. and even that newspaper, pro-American though it be, is inveighing indignantly against the high-handed and tyrannical action of the authorities. It would be decidedly ridiculous to get into a flurry over an incident for which adequate explanation may later on be forthcoming, because so far we have only heard one side of the case. It may be that the secret service men had good and sufficient reason for taking the extraordinary step they did; it may be that the Chinese were in the wrong, for we are all liable to slips occasionally, but what leads us to a contrary opinion—and of course it is only an opinion—is the vigorous denunciation of the act by the editorial writer of the paper we have mentioned. In the first place, however, let us see how the news-gatherer deals with the matter. His opening paragraph reads: "As the result of a fight between Ng Si Beng, a member of the Chinese Chamber of Commerce, and his nephew Ng Kew, over financial affairs, seven men of the Ban Shung Tong, ten of the Gee Hock Tong, and several other Chinamen were deported last night by the secret service without a hearing in any court. That is brief and to the point. But it seems that the members of both tong, absolutely free being mixed up in any fracas; whatever disturbance there was, was confined to the two persons who were quarrelling over financial matters. What makes the affair additionally discreditable to the authorities—always providing that the tale furnished to the pressmen is true—is the fact that several of the principal members of both tong were requested to call on the chief of the secret service to discuss a friendly question. The invitation assured them that there was no danger of any kind to themselves; all the police wanted to know were the facts of the squabble. The members who received the official billet-doux naturally obeyed it immediately for well they knew that if they did not attend voluntarily other methods would be employed to induce them to grace the conference. Those fortunate individuals who had not been summoned suspected nothing; the business was a pure formality and their leading lights would be in their accustomed places in due course. It must have come as a bolt from the blue when they learned that their friends had scarcely put a foot inside the secret service office before they found themselves being unceremoniously placed on board a launch which was waiting and taken to the *Yuenang* as deportees. The *Cablenews* remarks that these merchants 'were not given any notice, whatsoever and it is claimed that they did not even have a change of clothing and were given no opportunity to arrange their business affairs. The men of the Ban Shung Tong are all well known business men and, as far as is known were men of good character. Among them were Sy Chiao, a baker having a place of business on Calle Santo Cristo; Chua Tia, the owner of a soap factory on the same street; Sy Kin, an Australian coal dealer on Calle Caballero; Gan Tih, the owner of a bag factory on Calle Jaboneros; and Pua Kan Oh, a clerk. Agapito Uy Tongco, the president of the Ban Shung Tong, was also among the number." According to the same informant the trouble arose over a question of salary. Ng Kew, employed by Ng Si Beng, as manager of his business demanded an advance in his remuneration, and high words led to a fight. "Ng Si Beng claims that the members of the tong took the part of his manager and not only conspired to beat him, but did so unmercifully. He asked police protection and the chief of the secret service detailed a Filipino detective to be with him day and night and to act as his coherer when he drove out on the street at any time. He also preferred charges against his manager and against Agapito Uy Tongco for theft of money, but the case did not come to trial. The men were bailed out; their bondsmen giving P1,000 bail for their appearance in court." The curious part of the matter is that the chief of the secret service denies all knowledge of the affair, while the chief of police in Manila refuses to utter a word on the subject. In the concluding lines it is definitely stated that "At about 8 o'clock last night the arrested Chinese, to the number of over twenty, were taken down to the Legaspi landing. The prisoners were in charge of a number of plain clothes men from the secret service bureau and were hustled aboard the

launch *Bohol*, of the bureau of navigation. No time was lost, for as soon as the Oelestials were safely aboard the lines were cast off and the launch steamed rapidly away. It is presumed that the prisoners were taken out to the steamer *Yuenang*, which was to have sailed at four o'clock yesterday afternoon; but which was delayed until last night." It is seldom that such a perplexing tale comes our way, especially from the land of the free. Assuming that the story is correct in its essential features; what reason could the authorities have for deporting a score of respectable Chinese merchants, men who drive in their own carriages? We do not say that such arbitrary doings have not taken place in other countries—in Hongkong for example, but in that case such an outcry was raised, such an outburst of popular indignation evoked; that the authorities thought better of their action and cancelled the disgraceful decree. Not only so but it jibbed at the idea of going into court, when the Editor of the *Shing Po* threatened to test the legality of the measure. But Hongkong is not Manila nor we suppose is the preponderant mass of the population of the same race. But Americans no less than Britishers pride themselves upon their liberty and freedom, and we cannot believe that they will tamely and tacitly admit that the Government through the secret service may, without word of explanation, quietly ship off a score or more of the citizens of Manila, especially men of substance and character, at a moment's notice. The idea is preposterous. And already we see that a similar view is entertained by our contemporary, which prints an editorial on the subject under the heading: "Where are the Courts?" In terse and trenchant language the writer says: "The Chinese put on board ship last evening and deported may have been guilty of heinous crimes. We do not know as to that. No more do the police officers who put the men aboard the ship. No trial was had. No court passed upon the actions of the men deported. In the face of the certificates of residence issued by the Government to these men by which they were certified to the right to remain in these islands and to have the protection of the laws of the country and access to its courts, they were seized and taken away from their homes, their places of business and their families and put on board a boat and sent back to China where they will land without more than the clothes on their backs. Some of these men who have been thirty years in the island and have built up large businesses and acquired property and have wives and children in Manila. It has been boasted many times that under the Stars and Stripes all men are guaranteed the benefit of the bill of rights and that none shall be condemned by executive officers unheard and to be confronted by the witnesses against them and to be informed of the charges of which they stand accused and above all shall be heard in their own defense in open court. It looks as though a piece of Russian administration had crept in under the Stars and Stripes. The proceeding looks to us like an outrage of law by the law's guardians. It must be that orders for the action came from higher up or those immediately in charge of the affair would not have had the temerity to have performed the act. That is the Manila writer's estimate. All we can add is that we are likely to hear more of this affair."

CHINESE EXPERIMENTS IN WINE-GROWING.

(25th August.)

Many experiments have been made during the régime of the present Superintendent of the Botanical and Forestry Department with the object of discovering what plants are most suitable for cultivation in the New Territories. These experiments have been undertaken in a purely utilitarian spirit, the idea being that the farmers may be led to extend the area of their arable land and embark on the cultivation of new and remunerative products. In the last report, if we are not mistaken, it was stated that the Department had been experimenting with the tea plant on the mountain slopes, because it was certain that in days gone by when Chinese tea ruled the European market the shrub had been extensively cultivated in the New Territories especially on the higher levels, the lower ground being given over to paddy and cereals. What the result of that experiment has been one cannot say, but if the Department is anxious to maintain its reputation for zeal and enterprise it might do worse than consider the possibilities of the grape vine. Parenthetically, it must be remembered that if the new railway is to pay its way it must depend largely on the freight procurable along the route and every scheme which commends the opening up of fresh fields of agriculture will receive the support of those who desire to see the Kowloon-Canton railway a success from the beginning. With regard to the grape vine, this question is suggested to us by the publication in an unobtrusive way of a comment in the first statistical review of trade for 1908 on the wine-growing business in the Chefoo district. The report is written by the Commissioner of Customs, Mr. F. S. Unwin, and has, therefore, all the authority which official information can give to it. In 1895, a private concern known as the Chang Yu Pioneer Wine Company, owned mainly by that well known capitalist, Mr. Chang Chen-hsun, who has done so much to advance the commercial and industrial interests of Kwangtung, was inaugurated, Mr. Chang Yung-tung, his nephew, being constituted the managing

director. The company commenced operations in 1895 under a Government charter issued at the instance of the Grand Secretaries Li Hung-chang and Wong Wen-shao "primarily with the intention of making wine from the excellent native grape grown in large quantities in the Lichow district, as well as elsewhere in the Chihli, Shantung and Fengtien provinces." It was very soon found, however, that the supply was not only irregular, insufficient and costly, but that the grape itself was deficient in sugar and produced a wine of poor and thin quality. Some vines were then imported from America and planted in the Company's own vineyard near Chefoo. In 1906, under Baron von Babo, the Austrian expert who manages the business, large quantities of different varieties of vines, guaranteed free—but not immune—from disease by the Austrian Government nurseries, were imported and planted. These flourished at first, but after some time became infected with phylloxera, the source of which was found to be the first vines imported from America. The company had then to face the prospect of the complete ruin of its enterprise or the costly alternative of gradually replacing every plant by graftings on imported plants of the disease-resisting varieties. The first batch of these was imported from Austria and planted in 1902, since when the process of substitution has gone on steadily, with the result that the bulk of the plants covering the 700 *mu* (roughly, 120 acres) now under cultivation are immune to the pest. During all these years the vintage has been accumulating and maturing in huge casks in the cellars of the company—the actual stock, consisting of over 20 varieties of red and white still wines, being about 2,000 hectolitres red and 1,500 white. The wines are pronounced by all who have tasted them, including not a few connoisseurs, to be excellent, and much pressure has been brought on the company from various quarters to induce it to sell. "Before this is possible, however, the question of casks and bottles, which presents considerable difficulties, has to be solved. So far no wood suitable for casks has been obtainable in eastern markets. There is a glass factory at Poshan, on the railway line between Tainanfu and Weihai, which turns out a very superior description of glass, but up to the present has not been willing or able to undertake the supply of wine bottles. The Chang Yu Wine Company now possesses 1,000 *mu* of land on Chefoo hills, but experiences many obstacles in adding to it. Though practically worthless for farming, owners of adjacent land ask prohibitive prices. The results of many years' experience show that the climate—though occasionally injuriously damp during July and August—and the soil of the district are on the whole suitable to wine growing, and that a vast amount of hill land, otherwise unprofitable, could be made productive if obtainable at a reasonable price. The enterprising pioneers of this new industry are entitled to all the encouragement and support the Government can give it." When it is added that the enterprise has been prosecuted in the face of many difficulties with extraordinary patience and perseverance, at a vast outlay of capital, the Commissioner's remark is thoroughly justified. It may be explained that a hectolitre equals 22 English gallons so that the total stock of the company at the end of 1908 was 77,000 gallons. Now if it is possible to achieve results which satisfy those qualified to judge as to the character of still wines and satisfy the Commissioner of Customs that the promoters of the company are entitled to the support of the Government, surely there should be a chance for Hongkong to follow suit and start a similar, but not necessarily rival, enterprise in the New Territories. The idea, at all events, is a taking and attractive one—and then there is this to be said for it, the tax on the product would help to swell the revenue of the Colony.

THE "BENEFITS" OF MUNICIPAL GOVERNMENT.

There are a goodly number of people in Hongkong who are under the firm impression that were a municipal commission appointed to look after what may be termed the parochial work of the Colony all would be well, and the millennium would be at hand. The subject is a fascinating one from many points of view, because it hints at relief from Sanitary Board debates, which frequently come to nothing and suggests the introduction of a form of self-government which always appeals to the free and independent citizen. Moreover, it can be pointed out that Shanghai benefits through the labours of its Municipal Council while Singapore also has its Municipal Commission which looks after sanitary affairs and all the odds and ends of work which are deemed too trivial for presentation to the Legislative Council. To those who have lived in cities where the City Council was the focus of local opinion and where strenuous fights have taken place over purely local questions it would also at first sight appear that the municipal system as practised in the home country could be transplanted to the Far East. And, indeed, the report of the Public Health Commission led many to consider seriously the advisability of advocating the adoption of a scheme of modified municipal government for Hongkong. But it is to be feared that those who favoured such a proposal will find their ideas sadly shaken by recent events in Singapore where the Municipal Commission is described as an absolute failure, so much so that there is a consensus of opinion that the appointment of a Commission of Inquiry into the municipal administration of the Colony has become one of the most pressing

needs of the time. We have not much faith in these Commissions of Inquiry, which sit interminable days, sift all sorts of contradictory evidence, and peruse into amazingly intricate subjects till in the end the members themselves become so befuddled and disorient that they scarcely know where they stand, whether black is white, or whether they are living in the realm of inconsequent detail. But the fact that the people of Singapore are seriously considering the possibility of a Commission of Inquiry shows that there is something radically wrong somewhere. As everybody knows perfectly well, the average resident in the Crown Colonies on this side of the globe takes marvellously little interest in local affairs. They may growl and grumble at those responsible for the insufficient supply of water, we will say, and they will probably formulate a programme of reforms which ought to be carried out immediately, but there the matter rests. So that if Singapore is really serious in its interest to have an inquiry there must be more in the matter than meets the eye. We find the *Singapore Free Press* declaring: "In whatever way the public regards municipal work here, they cannot avoid feeling intensely dissatisfied with the results." That should give the supporter of the municipal council principle to think furiously. There appears to be an echo of the prehistoric days when Hongkong was considering the question of whether the administration of the Sanitary Board was all that could be desired in the following remark: "It matters not whether one merely looks into a system which requires the signature of the Secretary on every document of whatever description issued by the Municipality, and in consequence brings in its train a host of rubber stamps with the Secretary's signature lying about the office conveniently handy for any tamby who may be in the room when the Secretary is out; or whether one looks at the cost of an administration which is yearly growing greater in comparison with the revenue; or whether one looks at a primary duty of municipality such as the efficient disposal of sewage put aside from year to year as too big to be tackled, whilst fancy schemes are carried through; or whether one looks at the health of the community which is steadily growing worse as the years go by, under each and all of these aspects municipal work appears to be doing little to justify its continuance under the present regime." Truth to tell, Hongkong may not be Utopia in tablet form but its general record is certainly better than that of Singapore, if figures are worth anything. We read that in the sister Colony the birth rate has steadily risen, for whereas in the eight years from 1892 to 1899 the average number of births per year was 23.17, in the eight years from 1900 to 1908 the average was just over 25. That, though slow, is an eminently satisfactory increase, but when we turn to the deaths over the same periods, we find a very different tale has to be told. Whereas in the first period mentioned the average number of deaths per year was 34.58 in the second period the average number was 40.24. And yet the expenditure by Government on the medical department in 1899 was a sum of \$80,000 whilst in 1907 it had risen to \$260,000. Now Hongkong may have its annual visitation of the plague, but its death rate is just about half that of Singapore. The *Free Press* in a spirit of anger declares: "The death rate rises and municipal expenditure on salaries has increased from one in seven and a half to one in six; the cost of paying for those who carry out municipal duties is now practically twenty per cent. of the revenue, whereas fifteen years ago it was only about thirteen per cent., and we are still in a state of primitive sanitation which would be looked on with disgust by any village with over five thousand people in England." Judged by the business standard of results compared with cost of working and continuation of goodwill, the present system appears to most men as a failure, and one of the chief reasons appears to be that there never seems anyone capable of planning a wide programme which should extend over a number of years and achieve several definite results in really pressing wants." As for Penang, which is also ruled by a Municipal Commission, things would appear to be ten times worse. The *Gazette* speaks of "the stench which poisons the air that we breathe; the concentrated, pent-up muck in the Prangin Ditch that diffuses death and disease all over the Settlement; the soul-sickening reek that blows across the Padang and pours out of the by-streets; the damp, drainage-soaked soil that is sick with the teeming life of a hundred years; and so forth. Hongkong can wait a while before it places itself in the position of Singapore and Penang.

BLACK AUGUST IN JAPAN.

(20th August.)
None will profess more sincere expressions of sympathy and commiseration to the people of Japan than the British series of advertisements which have followed one after the other with appalling results than the Colony of Hongkong, which itself has known and days of tribulation and disaster. Scarcely had our neighbours and friends in the North recovered from the shock induced by the holocaust at Osaka—the great manufacturing centre which has practically been wiped out of existence—than they received a visitation in the shape of an earthquake whose range and violence placed it on but a slightly lower level than those which were recorded in the closing decade of last century. Following closely on the heels of that calamity, almost before the unfortunate people had time to breathe, came the news that one of the fishing fleets which were out on a miserable living, around the shores of Japan, had been ruthlessly swept to destruction. We have seldom read of such a trifling disaster happening within so brief a space of time. It would almost seem as if nature for the moment had determined to despatch herself with peevish Japan, till she had to have additional burdens thrown on her shoulders at the present time. There is only one thing which relieves the picture and that is the fact that the total loss of life so far as can be ascertained is relatively small. But the destruction of property, the loss caused by the employment of hundreds of working men and women, the disturbance of trade and the dislocation of all forms of government are beyond computation. The fact that a vast quantity of official documents preserved in the High Court in Osaka

were irretrievably lost in the conflagration may lead to endless complications. The earthquake although felt all over Japan, seems to have been confined to an area which is not thickly populated, otherwise there would be a different story to tell, but when we find that in one prefecture alone that of Shiga, 31 persons were killed and 158 injured; 20 temples collapsed and 59 were badly damaged; 1,607 houses crushed up like matchwood and 1,677 were partially destroyed; 636 other buildings are a heap of ruins and 92 in little better condition, when we read such details reported in respect of one district out of many that suffered we begin to appreciate the character and force of the cataclysm. A European writing from the vicinity of Lake Biwa says that the shocks were sharper than he remembered during his eight years' residence in Japan and he described one of them as unique in his experience. "It seemed like the passing of a shell from a big gun, the vibration being more in the air than on the ground." In so far as human life was involved, the catastrophe will not compare with those of San Francisco, Messina or those cities in South America which came under the spell of seismic eruption. There is nothing of the spectacular in the reports which have come to hand from Japan; they are all grim and sad details, families camping in the open, or struggling with all that remains of their worldly possessions on their back, railways torn up and buildings fallen in. But Messina is on the other side of the earth; San Francisco, with all its ills, is far away. Japan, on the other hand, is next door neighbour and we in Hongkong are just as much interested in the affairs of Japan as we are in those of Canton. More especially can we sympathise with the people of Dai Nippon in the misfortune which have befallen them when we consider the terrific efforts that are being made to recover lost ground. These disasters will be a set back, although it need not be a discouragement, to that spirit of enterprise and advancement which has brought Japan to the position which she holds to-day in the estimation of the world. It is the distress, which inevitably follows such convulsions of nature and falls heaviest on those least able to bear it that will appeal to those who are not wholly absorbed in money-grabbing. It is believed by the *Kobe Herald* that the misery occasioned by the earthquake will be an entirely smaller scale than that caused by the fire at Osaka. "On this occasion there is at least the consolation that no human agency could have prevented or lessened the disaster; indeed the fact that no fires are reported speaks well for the precautions taken by the public and authorities. As much cannot be said in regard to the Osaka conflagration, as has been abundantly shown in these columns and elsewhere, and still less can it be held that the annually occurring disasters to fishing fleets are incapable of being prevented or reduced to any less terrible dimensions. The fact that as surely as August and September come round we hear of hundreds of fishing craft being mercilessly swept out to sea, with the sequel usually of the loss of several hundred industrious lives, is sufficient to show that no adequate attempt is made to guard against the dangers which are known to exist at this time of the year." That may be the case, of course, and we do not doubt the truth of our contemporary's remark, but the fact remains that thousands of people in Japan are in extreme want and in the depths of despair. Those accustomed to labour in factories cannot get employment for months to come and meanwhile they and their families have to exist by some manner of means. It is little use looking at the sparrows who neither rear nor spin and yet enjoy life; and it is a long time since manna fell from heaven. There is no question about it that these destitute, homeless wretches will have to be supported until some means can be devised for their relief, fire, and means of subsistence must be found for the sufferers through the bawls and desolation wrought by the earthquake. Already, we are glad to see, the larger cities of Japan have risen nobly to the occasion and the Government has gone to the rescue. If we thought that Hongkong could afford to respond in a manner indicative of our appreciation of the generosity shown by Japanese firms during the dark days following the 18th of September, 1905, we should be the first to give thanks to the fact that Hongkong is not in the Slough of Despond. It is doubtful if she can meet all the calls that will be made on her resources during the next year. Never was the Colony in a worse position to assist a neighbour and we fear all that Hongkong can do is to give that bald expression of sympathy which if it cannot be translated into something more tangible is at least sincere and profound.

MORE LIGHT ON MANILA METHODS.

When we referred on Tuesday to the inexplicable action of the secret service authorities of Manila in depositing a score of Chinese merchants without trial or warning—having secured them in custody by what certainly seemed to be the most elementary rules—we were careful to emphasise the fact that our information was not necessarily complete enough to show whether the slightest justification existed for the adoption of such a despotic and tyrannical measure. We feel certain that such methods—"Muscovite methods" they are called by the *Cablenews*—are utterly foreign to the law of the United States, and are indeed calculated to bring American law and justice into disrepute, and in that opinion we are supported in the most apt terms by our contemporary. If there were anything against these men, some of whom had been in business in Manila for 30 years and owned their private equipages, then it was clearly the duty of the police authorities to see that they received plain and substantial justice. They were entitled to a hearing in the Courts and if the battle for liberty to remain in Manila went against them they had the right to appeal. Instead of that, these Chinese merchants were caught by a craft and mendacious statement and promptly bundled neck and crop aboard the *Yuenyang* and deported to China without a change of clothing or it may be a dollar in their pockets. The question was What had these deportees done to deserve such high-handed treatment? By whose orders were they ejected from Manila like a lot of lepers? Who were the parties who constituted themselves autocrats big enough to override the law and stout public opinion which is the law? What further light is shed on the subject by that issue of the *Cablenews* which arrived to-day. It may be as well to say, in order not to keep impatient readers in suspense, that the American authorities seem to have certain grounds for deporting these Chinese merchants, but not after the fashion they adopted. On the day following the departure of the *Yuenyang*, a lawyer applied for a writ of *habeas corpus* to the case of these Chinese, but stating that the men had gone the preceding night, he failed to get the writ. The assistant executive secretary, Mr. Welch, who appeared for the Government to stay the writ, was interviewed by a newspaper man and in the course of conversation he agreed that a very high-handed proceeding had been carried out and remarked that it was not American custom and usage and that if he had anything to do in the matter it would not occur again. He further explained that these men were the most part bad characters. Some of them have been in the

bid, I understand, he said. "If I were you I would not shed tears over the lot of such men who are not by any means the representative and respectable members of the community. He further explained that these men were arrested by the police on the request of their own Consul and that they had been sent to China by the Consul and not by the Government. Their own Government wanted them and they have gone. But have not even the Chinese a right to be heard in the courts of justice before being deported?" he was asked. "Had a writ of *habeas corpus* been issued," he replied, "it would have been heard, but no writ was asked for." Of course no writ was asked for, for the simple reason that the Chinese merchants were caught in a trap and accepting the *bona-fides* of who ever invited them to attend at the secret service office never dreamt of preparing for evil consequences. Now we come to the Chinese Consul at Manila, His Excellency S. C. Chang, who was also subjected to an interview by our enterprising contemporary, and this is what he had to say on the subject: "A number of bad characters, members of various gangs, had for years been casting discredit upon the Chinese community of Manila, which, as a whole, is composed of honourable, law-abiding people. Their overt acts of lawlessness became so noxious of late that the number of members of Commerce, always solicited for their aid in connection with the local Chinese, and through the courtesy of a continuance of that state of affairs, commingled with the chambers of commerce of Amoy, Canton and other cities, with a view of bringing the matter to the attention of the Government at Peking. The authorities there acted promptly by requesting the Philippine Government to remove the principal trouble-brothers." It reads like an official communiqué and was evidently prepared for public consumption. He added that he was quite a number of men with police records among the deportees and held that the community as a whole, and not only the Chinese, should congratulate themselves on getting rid of these bad men. "It is all healing about the bush, running off at a tangent, anything to evade the main point. Who were these bad characters—who had been protected by the secret service. In answer to further questions His Excellency appears to have sat on the fence with great success. He did not know whether the *Yuenyang* was a steamer or a motor boat, he had no idea what right the Peking Government had to request the deportation of the registered residents of the Philippines; all he could say was the matter had been handled in a "diplomatic" way. We rather fancy that the *Yuenyang* was a steamer, but the Consul admitted that he knew the men had been put on board the *Yuenyang* and the hour when they sailed. He refused to say whether the deportees included the names of the Chinese community, but long members cast discredit on their community and that they were spirited away for the good of all concerned. What we want in the Philippines are Chinese who by their ability, integrity and character enhance the prestige of their native land. These are fine sentiments and will be appreciated by the tongue which won the day, but where are we? No good or sufficient reason has been shown why these men should be deported, and if they are to be deported, let them be deported as a moment's notice from their homes, families, and business. Like ourselves the *Cablenews* believes that the story has yet to be told. As we said before, there is more in this than meets the eye. Perpetually the editorial writer of the paper quoted asks: "Does the responsible person know that the men deported were high-binders and guilty of the crimes enumerated in connection with their names? If so, why has he not given his testimony to court. Do the police officers and secret service men who were made party to this violation of the Constitution of the United States know that these Chinese were guilty of the crimes enumerated when it is sought to justify the high-handed and despotic act of the authorities? If so, why have they not testified to these facts in the courts of justice of which they have been members?" But there is much more to come—it is suggested that these Chinese were deported by the police on the representation of a rival tong—for a consideration. That is far too grave a question for us at this distance from the scene of the episode to deal with and we leave it at that. The *Cablenews* also asks if anyone knows to what Chinese society the local Chinese Consul belongs, but we should in our usual innocence ask that question of the Consul himself. Preceding to quote "Will the Government restore to the same means to rid the islands of Englishmen and Frenchmen and Germans and persons of other nationalities who may be *non grato* to another faction of their nationals? How long will it be before an American clique will be able to get secretly to the police department or the police officers and arrange for the forcible expulsion from the islands and the spoliation of the homes and property of other American agents whom they have some personal or social grudge? Had the men delivered up to the Chinese Government, they would probably be beheaded or the hardened criminals they are represented to be, it is doubtful whether the sum total of their crimes would have been as reprehensible as the violence that has been done to the fundamental principles of the American Government by their kidnapping." Evidently the *Cablenews* knows much more than it discloses. It tantalises by suggestion. But how can we read between the lines? Criminals or no, these Chinese merchants have been made scapegoats at the behest of the Peking Government and the American police have acted as cat-paws. A pretty role for the glorious representatives of law and order in "God's country" to fill.

BETWEEN THE DEVIL AND THE DEEP SEA.

(27th August.)
Nothing could more forcibly illustrate the methods of the anti-opiumist or the depths to which they are prepared to sink in their work of proscription than the consoling and malicious attempt which was made by an obscure member of the House of Commons to traduce, malign and misrepresent the attitude adopted by His Excellency Sir Frederick Lugard, with respect to this most debatable subject. Knowing perfectly well that the Governor of Hongkong, as an Imperial servant, is precluded from publicly relating the vile and unwarranted assertions of an irresponsible member of Parliament, the anti-opiumist, a certain Mr. Baines, deliberately declared to the House of Commons on the 27th ult. that "in Hongkong there had been some measure of progress, although it had met with the stoutest opposition from the Imperial servants of this country." A bitter exhibition of the willingness to slander and defame His Majesty's representative in Hongkong which commands itself to the obnoxious and demagogic character of the speaker. We need not say what a weak statement it is, but the fact is that the anti-opiumist, in fact, is a man who is not only a weakling but a villain.

an individual capable of giving utterance to statements of that sort is either a liar, a coward or a subject for the lunatic asylum. How often, as a matter of fact, has Sir Frederick Lugard been accused of rushing these anti-opium measures through the Legislative Council? In Hongkong those who do not see eye to eye with the *ad-hoc* reformers have seen in His Excellency the Governor the mouthpiece of the pharisaical philanthropists of England. They have alleged that he has lowered the interests of the Colony in his anxiety to carry out the wishes of the Imperial Government. His telegram to the Secretary of State, it was declared, were not sufficiently explicit, not sufficiently downright and emphatic, with the result that Lord Cromer did not appreciate the effect which legislation against the opium trade would have on the revenue of this Colony. And now we find some fantastical antagonist, who presumably knew what he was saying, violently urging that His Excellency was acting in an open defiance of the will of the Imperial Parliament. Better to be ground to pieces between the upper and nether millstones than try to please everybody. Simply because the Governor of a Crown Colony has tried to do his duty as a conscientious official anxious to secure the good of the Empire, to give effect to the desires of the Colony whose affairs he has been appointed to administer, and to comply with the commands of His Majesty's Secretary of State, he is open to the abuse of calumny and vilification of every little vulgar whisperer and snigger who strings a jingle of phrases together. What we regret is that he should ever have suggested that His Excellency was going too fast in the matter of closing the dives; but perhaps too much notice is being taken of the spoutings of an irrational being who somehow or another has managed to capture a seat in Parliament. With regard to the promise made by the Secretary of State that he would call Parliament to make a grant-in-aid to Hongkong in consideration of the loss sustained by the closing of the dives, the exact words of the despatch are: "When the time arrives His Majesty's Government on their part will be prepared to ask Parliament to give a substantial contribution towards making good to the Colony the revenue which is found to have been lost as the direct result of measures adopted under their instructions." And when the Prepared Opium Bill was before the Legislative Council, His Excellency the Governor, in urging its acceptance said: "His Majesty's Government have stated that they will make good a substantial part of the loss which is the direct result of carrying out their policy. We should be perfectly certain that what we are doing here is part of that policy, and that is the reason why I think it is of great importance that this Bill should be passed, and should have the sanction of His Majesty's Government, so that loss which may arise out of the operation of this Bill may fall within the terms of the promise made by the Secretary of State. I am sure that the Imperial Government will be prepared to suggest that the monetary grant proposed was engineered from this end, as anyone who is prepared to abide by the facts will admit, but reformers were over-jugglers with facts. Besides did not Mr. Theodore Taylor, when declaiming on this subject in the House of Commons, explicitly declare that the people of England would be prepared to contribute something towards covering the loss sustained by the Colonies, and that the Government of Hongkong in their action in suppressing the traffic in opium were acting in accordance with the policy of the British working man is asked whether he is willing that an infinitesimal portion of the British tax receipts should go towards recouping the Colonies made practically bankrupt by the insatiable appetite of the ultra-good he will promptly demand that the taxes be used to reduce the price of beer. And the benevolent old fellow who has been so ready to be expended on the purchase of knitted garters for the benighted Hottentots will hear with composure and plegm the news that another British Crown Colony has gone to the wall on account of its sacrifices compulsively made at the instance of genteel suburbia and gentlemen of the Chadbad type. Amidst all these troubles the man most worthy of sympathy is His Excellency the Governor, who is ragged and bedded on this side and blackguarded, maligned and sneered at on the other. Certainly Sir Frederick Lugard should have some time what it is to suffer the slings and arrows of outrageous fortune.

DURING THE DOG DAYS.

Writing on the eve of the meeting of the Legislative Council it would be worthless to speculate as to the result of this afternoon debate in the liquor licences question. The Government may submit a measure which will bear no manner of resemblance to the original resolution, but whether any new proposals will meet the views of the official members is entirely another question. The point that we would deal with at the moment is the extraordinary interest which all sections of the community have evinced in this affair since the closing of the dives and the consequent reduction of the price of liquor sold on licensed premises. A stranger might be induced to arrive at the conclusion that the majority of Europeans in Hongkong were shareholders in the local hotels or at least supporters of the local liquor trade in the widest sense. Indeed it is to be feared that many good and worthy people have been deluged with their good name to such a degree that they have come to conclusions which might not be altogether justified. In other words, the silent individuals who could be induced to say three words on any question outside his own workaday sphere has suddenly discovered his tongue when the question of increasing the cost of licences cropped up. And the examples he has given of the procedure in other countries to say nothing of the direct consequences which will befall the Colony should the price of strong drink be increased have afforded evidence that he has studied the subject and given it that thoughtful consideration which befits such an all-important subject as the liquor dues. Naturally the licence-holders in Hongkong have been haranguing their clientele to their hearts' content although what satisfaction they derive from that we fall to gather. Still it relieves the tension, no doubt, which is something to be thankful for. Of course any discussion on the liquor licences Bill, has inevitably led to the opening up of the larger subject of taxation in general, and it is wonderful what an immense field of ideas there is in Hongkong. No one considers he has done his duty to his country or his state unless he has unburdened himself of his own particular fall. While all admit that the Government by hook or by crook must raise additional taxation next year and while all are prepared to pay their share—provided that there is no small as to be hardly perceptible to the pocket—the general idea is that the other members should bear the brunt, most of his necessities being really luxurious. In view of the fact that the Government this year calmly and unostentatiously and for the benefit of the owners and their dependants grabbed a cool four lakhs of dollars and applied it generously to the interests of the Colony, it has been suggested that the present Colonial Secretary, being a Scotman and an Aborigine at that, might go a step further and consecrate the O'Brien's—*Co-operative Society's*—and

administer it in the interests of the general public. It is understood that the turn-over is worth the attention of the Government and local dealers could easily be squeezed out by the simple process of imposing high duties on all goods which they sold in competition with the Government. The idea is an excellent one, and as to the morality of the proceeding every body knows that you cannot have morals and profits, that is to say taxes, in the same box. Another idea is to tax ginger, but in this hot weather and in view of the peppery temper of some ginger dealers that suggestion may be left to flourish in the desert. But what a filip to conversation the Liquor Licences Bill has been during these dog days. It has proved even a greater attraction than the sea serpent, the big gooseberry, or the Siamese twins.

SANITARY DEPARTMENT.

ANNUAL REPORT FOR 1908.

The report of the Head of the Sanitary Department for 1908 is as follows:—
1. During the year 1908 several important alterations were made in the working of the Department by the amendment of the Public Health and Building Ordinance which was passed in July, 1908.
2. By the amending ordinance the Principal Civil Medical Officer was replaced as President of the Sanitary Board and Head of the Department by an officer of the Cadet class who could devote the whole of his time to the Department.
3. All drainage and all building nuisances under Part III of the Ordinance are now dealt with by the Public Works Department. The work of the Sanitary Department under this head is confined to reporting the existence of such nuisances.
4. The survey of the City of Victoria and Kowloon which was started in 1907 for the purpose of recommending modifications for cubicles under §154 of the Public Health and Building Ordinance has been practically completed. On the recommendation of the Board modifications have been granted in 8,767 floors by the Governor-in-Council. To discourage the erection of cubicles the amending ordinance provides that cubicles shall be erected on a floor the habitable space required for each person is 30 sq. ft. as compared with 20 sq. ft. in floors where cubicles have been erected. Both these measures have done much to make the law press less hardly on the poorer classes of the Chinese community.
5. As will be seen from the Medical Officer of Health's report the outbreak of plague during the year was severe, there being 1,073 cases as compared with 240 in 1907 and 893 in 1906. Further attempts have been made to secure the co-operation of the Chinese in anti-plague measures. This has been fairly successful largely owing to the work of the public dispensaries and street committees in explaining to the people the reasons for these measures. The advantage of keeping cats as an anti-plague measure has been impressed on the people, and now practically every house in the Colony possesses one or more cats. The Chinese are also now doing their own rat-catching, the Sanitary Department merely providing materials and collecting the rats. This system was not in working order till September, but since then the number of rats returned has been very satisfactory. The recommendations of the Indian Plague Commission are being carefully followed and several changes have been made in the use of disinfectants, etc. All these changes tend to make disinfection less distasteful to the Chinese.
6. There were 50 cases of cholera, 38 cases of typhoid, 373 cases of small-pox and 400 cases of malaria during the year. These are all diseases which are preventable by the use of measures. The Hon. Dr. J. M. Atkinson, Principal Civil Medical Officer, was president of the Board and Head of the Department till July and when Mr. C. McL. Meier was appointed Head of the Sanitary Department. On November 24th, Mr. Meier was transferred to the post of Postmaster General and Mr. J. H. Kemp was appointed Head of the Sanitary Department. As Mr. Kemp was unable to take over his duties I was appointed to act for him. Dr. W. W. Pearce acted as Medical Officer of Health for the City of Victoria and Dr. H. Macfarlane for Kowloon.

NEW HARBOUR REFUGE.

AUTHORIZED WORKS.

The work authorized by the Bill read a first time by the Legislative Council yesterday afternoon comprised the following, that is to say:—
(1) The construction of a detached rubble-mound breakwater commencing at a point about 1,000 feet south by east of the starboard corner of Kowloon Marine Lot 1, and terminating at a point about 400 feet west by north of the north-western corner of Kowloon Marine Lot 10; the said breakwater to be constructed entirely on the sea bed of the harbour.
(2) The construction of a masonry jetty commencing at the western end of Saigon Street, and terminating at a point about 450 feet west by north of the point of commencement; the said jetty to be constructed on the foreshore and seabed of the harbour.
(3) The reclaiming of a portion of the foreshore or seabed adjoining and lying to the south of Kowloon Marine Lot 2, and the protecting of the area so reclaimed by means of walls and other necessary works.
(4) The levelling and reclaiming of the area of Crown land, foreshore or seabed bounded as follows:—On the north by Public Square Street; on the east by Reclamation Street, Kowloon Island Lot Nos. 503 and 502, and Canton Road; on the south by Kowloon Island Lot Nos. 555 and 559, Battery Street, Kowloon Island Lot Nos. 563 and 565, Canton Road, and Saigon Street; and on the west by imaginary lines connecting a point on the north side of Saigon Street and about 250 feet distant from the west side of Canton Road with a point on the south side of Public Square Street and opposite to the south-western corner of Kowloon Marine Lot No. 39.

HIS ADDRESS.

LATEST WAY OF FIXING A CREDITOR.

A Chinaman, the complainant in an assault case, stepped into the witness-box in the Police Court, this morning, to tell the story of how he was attacked. His appearance was sufficient to show that he was roughly handled. His face was all patched up, his clothes bedraggled and covered with blood stains. The presiding magistrate (Mr. Hasland) asked him how he earned his living. "I am a cook," was the reply. "Where do you live?"—Canton. Surely you did not sleep in Canton last night. Where did you sleep?—In the Central Police Station. The reason for the assault, as given by the defendant, was because complainant owed him some money. Although the cook had money he would not pay the debt. He met complainant in Queen's Road last night and knocked him down. A lot of 15 men appeared.

Opium Farm Tenders.

TENDERING PERIOD EXTENDED.

NEW LAW MAY AFFECT NEW FARM TENDERS.

At a meeting of the Legislative Council yesterday afternoon the question of consolidating the Opium Ordinance was brought up. The Attorney General moved the first reading of a Bill entitled An Ordinance to amend and consolidate the Laws relating to Opium and its Compounds. The Colonial Secretary seconded. His Excellency the Governor said:—The Bill which has been moved by my hon. and learned friend to be read now a first time is one which has been rendered necessary because there have been various difficulties in the existing Opium Ordinance, especially in the matter of the treatment of morphia. In the Ordinance as it stands are so confusing that it is doubtful if there are not points which are not absolutely contradictory. It has therefore been found necessary to introduce certain small amendments in order to clarify the existing law and it was thought better while we were doing it to recast the whole of the laws in one consolidated Ordinance, in order that those who tender for a Farm should know exactly what the existing law is. There is no new principle of any considerable importance introduced. The amendments which have been made will be pointed out when we discuss the Bill clause by clause in Committee. I may add that unless we take this opportunity of consolidating the Ordinance it would be practically impossible to do so for the next three years, until the currency of the new Farm had terminated because any alteration however small in the Farm when the tenders were accepted would vitiate the contract. By introducing this Ordinance, which will be submitted to the Council on the 30th September next, you will see that the matter is a very urgent one. We wish to give the tenderers as long notice as possible in order that they may study the new law in order to find out any small alterations that may affect them. I shall therefore ask the Council at the next meeting to consider the Bill not only in Committee but also to pass the third reading in order to get it out as soon as possible. The Bill will involve no new principles I trust it will be treated as a non-controversial Bill. The law as it exists with such innovations as have been introduced has been the subject of various protests but I trust it will not be necessary to renew those protests. Finally, I would point out to you the Bill is a further review from one circulated yesterday. There are a few alterations which it was found necessary to make. The Bill was read a first time.

LIQUOR LICENCES.

QUESTION AGAIN POSTPONED.

At the meeting of the Legislative Council held yesterday afternoon the question of liquor licences again came up. It appeared on the Order of the Day that:—The Colonial Secretary would move the following resolution:—Resolved that the second schedule to the Liquor Licences Ordinance, 1908, namely schedule 8 in section 2 of the Liquor Licences Amendment Ordinance, 1902, be repealed with effect from the date of its repeal, and that the said schedule be replaced by a new schedule to be in force from the date of the repeal of the said schedule, and that in the case of licences which are renewed or granted subsequently to the date of this resolution and prior to the first day of January, 1910, the said schedule shall be in force from the date of its repeal and the said resolution shall be in force from the date of its repeal, and in respect of the period from and after the first day of January, 1910, at the rate set out in this schedule. When the Council arrived at this stage, however, the Colonial Secretary quietly said: "I beg permission to postpone the special resolution." His Excellency the Governor waited for any protest, but there was none, the Colonial Secretary's intention having been previously communicated to hon. members. The motion was therefore carried and the resolution is postponed *sine die*.

A CURIOUS ACCIDENT.

PASSING COOLIE AND A FALLING POLE.
An accident, which necessitated the removal of a man to the Government Civil Hospital, was witnessed in the Western District last Tuesday afternoon. A coolie, giving the name of Mak Lan, was the victim. Mak, it would appear, was walking along Queen's Road West at about three o'clock, returning home. As he arrived outside a certain tenement, one of the clothes poles, which are so conspicuous outside the verandahs of Chinese houses, left its support and fell to the street. The unfortunate Mak was passing the house at the moment, and the pole struck him on the head, rendering him unconscious, and causing him to lose much blood. A passing policeman had him taken to No. 7 Police Station, where he was temporarily treated, and thence to the hospital. It is not considered that his wound is in any way serious.

BVILS OF A "LONG ARM."

EXCITING SCENE ALONG QUEEN'S ROAD.
A fifteen-year-old boy, named Fan Wan, who appears to be a champion sprinter among his own class, did some dashing yesterday, but he was out-classed. Fan, who is also the bully of his street, left home yesterday afternoon for a quiet stroll—an airing, he says. Walking turned out to be too much of a tame game for this young athlete, so, ordering a certain spot, he put on a small trot, which soon developed into a record-smashing pace. It is unfortunate, although a fact nevertheless, that Fan has long arms. That is not his fault; it is his misfortune. While striding along the footpath of Queen's Road West, Fan's right arm flew out as he was passing a money-changer's counter, and a roll of silver lay the counter as if by magic. It was Fan's right arm that had done it. A passing policeman had him taken to No. 7 Police Station, where he was temporarily treated, and thence to the hospital. It is not considered that his wound is in any way serious.

Divorce Damages.

THE KOWLOON STORY RE-TOLD.

SERIOUS ALLEGATIONS AGAINST A LOCAL ARCHITECT.

An amazing story was told in the Supreme Court today—the Chief Justice (Sir Francis Pigott) on the bench—when the action brought by Captain C. W. Mitchell, of the Hongkong architect, to recover damages for alleged misconduct with his wife at Kowloon and at various other places, was re-opened before a special jury.

Sir Henry Berkeley, K.C., instructed by Mr. H. W. Looker, of Messrs. Deacon, Looker & Co., appeared for the plaintiff. Mr. M. W. Slade, instructed by Mr. P. M. Hodgson, of Messrs. Ewins and Harston, defended.

The jury were empanelled—Messrs. E. J. Hughes (foreman), J. W. Bolles, E. Shellin, M. S. Northcott, G. C. Moxon, E. H. Hinds and M. S. Sassoon.

Sir Henry Berkeley opened the proceedings by reading the statement of claim and the reply for the defence. The former stated that Captain Mitchell was a bankrupt, and the defendant an architect, now absent from the Colony, and it went on to give the date and place where the alleged misconduct took place. A total of \$15,000 was claimed for the defence. On the 7th November, 1906, according to the statement of claim, the plaintiff secured a decree of divorce from his wife in Edinburgh. The plaintiff, therefore, claimed (1) \$15,000 general damages for the alleged adultery and (2) special damages in the sum of \$17,187.35, which sum he spent in order to get the divorce. The defence was that the defendant was not a party to any divorce proceedings, and that the plaintiff had obtained a decree in the Court of Sessions on the ground of his wife's adultery with him.

He began by asking the jury to give him substantial damages in respect of the conduct of Lemm; and also moral damages for the intolerable insults which Captain Mitchell had suffered at the hands of the defendant, in respect of the misconduct with his wife, while the architect was pretending to be a friend of the plaintiff.

The nature of the action was known as criminal conversation—an action where a man claims compensation from another for adultery with his wife. In England the Court has jurisdiction to give damages for divorce to a petitioner. But criminal conversation is not now known. In Hongkong criminal conversation has still to be brought, and while the Court can separate parties, one cannot get a divorce here. In 1906, Captain Mitchell obtained a decree in the Court of Sessions on the ground of his wife's adultery with him.

Sir Henry asked the jury to give him substantial damages in respect of the conduct of Lemm; and also moral damages for the intolerable insults which Captain Mitchell had suffered at the hands of the defendant, in respect of the misconduct with his wife, while the architect was pretending to be a friend of the plaintiff.

Sir Henry said that he could as he had the judgment of the Scotland Court.

Mr. Slade said it could not be done. Lemm was not made a party to those proceedings, and, therefore, he had not the opportunity of being represented there; and whatever the result of those proceedings may be, it could not be brought in this matter.

The Chief Justice—Under any circumstances the judgment cannot be held to prove anything. Sir Henry—Entitled to prove the fact that the divorce took place in Scotland.

The Chief Justice said that the judgment was not relevant.

Sir Henry said it was.

The Chief Justice said that all the judgment showed was that Mrs. Mitchell committed adultery with some person.

Sir Henry—Yes, but I will lead up to show you with whom.

Counsel, proceeding, said that in July, 1907 when the action was commenced here by the plaintiff against Lemm for damages, as he was claiming now, those damages were as part of special damages, which plaintiff became liable to pay for the divorce case. In order to proceed with the action of 1907, Captain Mitchell had to find security for costs. He had to do so as he was in the Colony. He was captain of one of the Indo-China Steam Navigation Company's boats and was ordered to put up \$3,000 for that action.

As a result of the proceedings which the plaintiff had taken in consequence of the wrong done him by Lemm, and in consequence of the proceedings taken in Scotland, plaintiff incurred such liabilities which caused him to go bankrupt. He was a bankrupt now, and that fact was due to the wrong done to him.

Counsel then went into the history of the case. The plaintiff, he said, has been in the employ of the Indo-China Steam Navigation Company for nineteen years. He entered the service in 1891 as a mate and worked his way up by his steadiness and ability as a seaman until he now commands the fine steamer *Pook Sang*. As already stated he got promotion and received better money he was in a position to send for his wife from Australia. He took the lease of a house in Granville Avenue, Kowloon, for her and furnished it in a way suitable for the wife of a shipmaster. In so doing he was bringing his wife and child here, to the port which he made his headquarters, and he naturally looked forward to a life of happiness in Hongkong. Mrs. Mitchell left Australia, accompanied by her little daughter, who was then about eight or nine years of age, and by the same steamer, the *Guthrie*, in which she travelled with Lemm, who was accompanied by his wife, an invalid, who later returned to Australia, and unfortunately died. Lemm married another lady some time afterwards.

An acquaintance was formed on board between Lemm and Mrs. Mitchell, which lasted six years. It ripened into the intimacy which led to the adultery. Mrs. Mitchell is an Australian, and so was Lemm also. On arrival in the Colony Mrs. Mitchell introduced Lemm to her husband, who accepted him as his wife's friend. The house was open to him and hospitality extended to him, and in return for that hospitality Lemm inflicted the wrongs on the plaintiff, which he complained of to-day. Direct evidence of the adultery could not be given, but evidence, abundant evidence, would be offered, from which the jury were bound to draw their own inferences. The periods of adultery were in 1899, 1900, 1901 and 1902.

Early in the first year Lemm asked Mrs. Mitchell to form a man for him and two other men, whose names were mentioned. She was to provide meals for them, and it would be proved that this was done without the knowledge or consent of her husband. It would be proved that while the two other men only had their meals in the house, Lemm not only had his meals there, too, but slept in the house night after night, and it would also be proved that the only occupants of the house, beside the servant, were Mrs. Mitchell, Lemm and the child. On that Counsel called upon the jury to draw the inference that adultery was committed by the parties.

When a man lived alone in a house with a woman, who was not his wife, you can take it that they are living as man and wife, said Sir Henry. Captain Mitchell would tell the jury that he knew nothing of the matter. When he

returned from his trip, however, she told him about it. He disapproved of it, and told her to stop it. But she did not tell him that Lemm had slept in her house. No. She kept that a secret. It was not for years later.

This was not a case in which a man had left his wife to her own care and was now seeking for heavy damages. This was a case where an unfortunate seaman, whose life was spent at sea, and had to be spent at sea, no matter how much he loved his wife. So there was no neglect on his part. It was not like the man who lived and worked in the same town. The adultery was not committed while Captain Mitchell was in Hongkong. It was when he was away, or thought to be away, that it was committed.

After living for a while Mrs. Mitchell went back to Sydney on a holiday, and then she came back at the end of April, 1902, and Lemm renewed the acquaintance—went in pursuit of her again, to put it that way. One of the witnesses, who lived in the next house to that occupied by Mrs. Mitchell (a master mariner) would say that he saw Lemm visit Mrs. Mitchell at all hours of the day and night. He was on his verandah when he saw Lemm go into the house. There was a very strong light upon the relationship which existed between Lemm and Mrs. Mitchell.

The jury was then given an incident which took place some time in 1902. One day plaintiff was on board the *Pook Sang*, his ship. She was not a mail steamer and did not run to time table. Sometimes she would come on a quicker—sometimes she would be late. On this occasion the *Pook Sang* got back to Hongkong before anyone thought she would. The vessel was moored at Captain Mitchell's wharf before anyone thought the rain fell in torrents. At about nine o'clock the captain and his wife went to bed. At about half-past nine the captain heard the noise of a ricksha coming up Granville Avenue at high speed and stop at house No. 4. Suddenly his bell started ringing, and Mrs. Mitchell jumped out of bed and went to the window. Captain Mitchell followed. He heard the door open. Then he heard the house "boy" tell someone that "Mamma, have got." Looking into the street and recognizing the caller, Mrs. Mitchell called out, "Is that you Mr. Lemm?" And turning to plaintiff she said, "Mitchell, Lemm is here," and to Lemm, "Come in."

Captain Mitchell asked Lemm what he wanted at that hour of the night. "It is all right, old boy," Counsel said Lemm answered. "I saw your ship at her buoy and thought I would come and see you." Captain Mitchell retorted that the ship was not at her buoy, that she was anchored off Watchai, and told him to go away. Lemm walked away in the rain, because he had already said off his ricksha. At the time he was living in Hongkong.

Sir Henry asked the jury to ask themselves why Lemm paid off his ricksha, and what was he doing there at that time of night? Plaintiff became suspicious. He spoke to his wife, and she assured him by all that was sacred that there was nothing in it. Rather than make a scandal plaintiff let the matter pass. The captain did not leave on the next voyage.

April, 1902, Messrs. Jardine, Matheson and Company selected the plaintiff to proceed to England to bring out a new steamer, the *Choy Sang*. He was away for some time, and when he came back he went to sea again—two and a half months' voyage at a time. On his return he found his wife ill, and on the advice of Dr. Jordan he sent her to Chefoo, and while she was there the plaintiff's ship happened to call there and he saw her for two or three days.

In October, 1903, while Captain Mitchell was in Hongkong he met Mrs. Lemm one day in the street.

Mr. Slade—Mrs. Lemm or Mrs. Mitchell?

Sir Henry—Mrs. Lemm. She was in Hongkong. Mrs. Lemm spoke to plaintiff. Counsel could not tell the jury what she said. She was crying and was much distressed. She made certain statements to plaintiff, which opened his eyes, and in consequence of that Captain Mitchell wrote a letter to Lemm telling him that in future they were to meet as strangers, and one to his wife that she was not to speak to him again. He (plaintiff) received the information which satisfied him that his wife was guilty of adultery with Lemm.

It would be proved further that Lemm and Mrs. Mitchell went together to Macao, and lived at the *Boa Vista* Hotel—and this after he had received the letter from plaintiff.

It was not the case, said Sir Henry, of a young man falling in love with another man's wife and committing adultery with her once or twice, but this was a case of a married man, with his wife in the Colony, and he continued with another man's wife for six years. After this plaintiff placed the case in the hands of his solicitors.

When plaintiff went to Macao he found that Mrs. Mitchell and child had stayed at the *Boa Vista* Hotel. He found that Lemm had paid the expenses, and that his wife and Lemm had occupied adjoining rooms which had access to each other. When Mrs. Mitchell was living at *Boa Vista*, in Observatory Road, Kowloon, Lemm had his breakfast, his linen, and dinner clothes there, and it would be proved that once he was seen in her bedroom in his pyjamas. People living in the same house need not be seen in the same room.

In conclusion Counsel called upon the jury to award heavy damages so as to prevent any of the Lemm type from violating the homes of other people.

Mr. Mitchell was called into the witness-box. He stated that in September, 1902, witness lived in Rose Terrace. In April, 1903, he went to England to bring out the *Choy Sang*. He did not return till September, 1902. At that time of October, 1902, he went away for two and a half months. He found his wife ill and on the advice of Dr. Jordan sent her to Chefoo. In October, 1903, he met Mr. Lemm in Queen's Road. She was crying and appeared to be in great grief. She showed him a letter, whereupon he wrote to Mr. Lemm to the effect that from information received they should in future be strangers. In May, 1904, Mrs. Mitchell came back from Chefoo. During 1904, he saw Mrs. Mitchell going to places of amusement with Mr. John Lemm. In November, 1904, he went to Macao. There, he inspected the hotel register and shortly afterwards applied to the hotel for a leaf from the register prior to instituting divorce proceedings. In December, 1904, he went to Macao again. After this, he commenced divorce proceedings against his wife and a divorce was pronounced. Up to this time he had been on affectionate terms with his wife. After the decree of divorce was pronounced, Lemm for damages but his claim was refused. Since then he had been bankrupt and the cause of his bankruptcy was his inefficiency to pay the costs of the proceedings.

Cross-examined by Mr. Slade, witness said that his terms with Mr. Lemm were throughout those of a passing acquaintance. He would never have put himself under an obligation to him. He may have done so for a small extent acquaintance.

On Ching, a former servant in the employ of Mr. Mitchell, said that he served for two years at No. 4, Granville Avenue till April, 1902.

1902. After living for two years at that place, his mistress removed to No. 8, Rose Terrace at No. 4, Granville Avenue. Mrs. Lemm was a boarder. There were two separate rooms for Mrs. Mitchell and Mr. Lemm. Captain Mitchell was on board his ship at the time. Mrs. Lemm provided her own personal effects. There were no other inmates besides Mrs. Mitchell's daughter. Witness kept the key of the back-door, which he closed every night at nine o'clock. The front door Mrs. Mitchell kept herself. Mr. Lemm left the house every morning and came back for linen and dinner. After Mr. Lemm had removed to No. 8, Granville Avenue, witness saw Mrs. Mitchell there on several occasions. She usually went there after breakfast. Witness went there on several occasions to call back Mrs. Mitchell owing to the arrival of visitors. He never went upstairs, as he was prevented from doing so by the boy. At No. 8 a Mr. Watkins used to take linen and dinner but he was not there.

Tom Austin was the next witness to step into the box. He stated that he was the master of the *Wing Chai* during the typhoon of September, 1902. He knew Mr. and Mrs. Mitchell and Mr. Lemm. His ship, before she was lost in the typhoon, used to leave Hongkong at a o'clock on the 15th October, 1902, his ship left Hongkong for Macao at the usual time. Mitchell and Lemm were passengers on that occasion and travelled together. He saw them several times in town, at theatres and circuses and on a certain occasion at Watkins Dispensary.

After further evidence, the case was adjourned till 10 o'clock to-morrow morning.

"BOA VISTA" HOTEL REGISTER IN COURT.

HEARING ADJOURNED FOR LEMM'S RETURN TO THE COLONY.

24th inst.

The action was resumed before the Chief Justice (Sir Francis Pigott) in the Supreme Court, this morning, in which Captain C. W. Mitchell, master of the steamer *Pook Sang*, is claiming damages from John Lemm, a Hongkong architect, for alleged misconduct with his wife on divers dates and at various places in this Colony.

Sir Henry Berkeley, K.C., instructed by Mr. H. W. Looker, of Messrs. Deacon, Looker & Co., appeared for the plaintiff. Mr. M. W. Slade, instructed by Mr. P. M. Hodgson, of Messrs. Ewins and Harston, defended.

The jury were empanelled—Messrs. E. J. Hughes (foreman), J. W. Bolles, E. Shellin, M. S. Northcott, G. C. Moxon, E. H. Hinds and M. S. Sassoon.

When the case re-opened there were a number of spectators in the court-room, and Captain Mitchell was re-called to the witness-box by Mr. Slade, he said that in 1903 he was captain of the *Pook Sang*.

What I want to know is this, Captain Mitchell. I put it to you that you were not so unfriendly with Mr. Lemm at the time as you tried to make out yesterday? The circumstances did not then come to my knowledge. Didn't you ask him to look after your house?

This letter to Lemm (produced) was written by your wife? The handwriting looks like mine, but I won't be sure of it. The circumstances, I think, prompted me to write it.

And that letter you handed to your wife to give Lemm? It might have been. Do you remember writing a letter to Lemm asking him to look after your house? When Mrs. Mitchell left for Chefoo she sub-let the house to a man named Keene and Mr. Lemm was asked to look after the house and collect the rent. This was without my knowledge, and Mr. Keene left the house and it was rented to a man named Logan. When this came to my knowledge I became anxious. I am always at sea, and I asked Lemm to look after the house. Besides Mr. Lemm, you have accused a number of other men of committing adultery with your wife?—No.

You did not?—Other people were brought into the action after I took proceedings. Have you charged other people with committing adultery with your wife?—Yes, after the information came to me.

How many people besides Lemm?—Two. I put it to you—I should say three. Did you take that photograph, which was produced yesterday, yourself?—No. The witness was then excused.

The next witness, Captain N. G. Major, master of the tug *David Gillies*, said he knew the plaintiff and his wife.

A discussion here started as to a photograph of Mrs. Mitchell, and after it had come to an end, witness resumed his testimony. He said he knew Lemm. In May, 1900, he was living at 3, Granville Avenue, Kowloon. No. 4 was occupied by Captain and Mrs. Mitchell.

How long did they remain there?—Until 1902. Had you an office in Hongkong?—Yes. And what were your habits after leaving office?—To go straight home at five.

Where was Lemm living?—At Kowloon. Whereabouts?—In Granville Avenue. What was the number of his house?—No. 3, I believe.

Did you see him daily?—Yes. He passed along the avenue daily. Was there anything that attracted your attention when he passed down the avenue?—He whistled when he passed No. 4. And what happened?—I heard an answering whistle.

Tell us something about him?—He was a frequent visitor to No. 4, in the evenings. When he visited the house, did he stay there any length of time?—Sometimes he would go in and come out between ten and eleven; sometimes he did not come out at all. Was he ever in the house after eleven o'clock?—I can only surmise that. From what circumstances?—I saw Lemm go into the house and sometimes out of curiosity I wanted to see him come out.

The Chief Justice—You remained on your verandah watching?—I think I did. Sir Henry—What aroused your curiosity?—It would arouse anyone's curiosity. The Chief Justice—Have you watched to see him come out?—I have.

On how many occasions?—Three or four. Had he come out on those occasions before you went to bed?—No. Have you seen them together?—I might go as far as say thousands of times. The Chief Justice—In the day time?—Yes, always on Sundays.

Do you remember being on board the *Prins Sigismund* on 21st June?—Yes. Was Mrs. Mitchell on board?—Yes. What was the ship bound for?—Australia. Mr. Slade—Where are your particulars, Sir Henry?

Sir Henry—I am not bound by particulars. Mr. Slade (loudly)—You are not bound by particulars? My friend has his way now. He has put it to the jury in his own way. In 1902, the plaintiff took proceedings against his wife for adultery?—I believe so. And you were called as a witness on 26th September, 1905?—I will not be sure of the date, but I was called.

Y. Y. were called on commission?—Yes. When you gave your evidence then did you mention any one of the facts you gave now?—Yes. You are a friend of the plaintiff?—I am a captain myself. It is curious that in 1905 you did not give the details you give now?—I was not asked for them. Mr. Slade fired question after question at the witness in quick succession, testing his veracity, which evidently annoyed witness. "I am here," the witness said, "to tell the truth and nothing but the truth." (To the Court)—"Tell the gentleman (Mr. Slade), 'not to look at me tell the truth, I am telling what I know.'"

After the witness had calmed down a few more questions were put to him, and he was excused.

A house "boy," Pau Kan Tat, said that in April, 1905, he was living at *Boa Vista*, Kowloon, as cook and "boy."

Sir Henry—For how long?—Between 6 and 7 months.

Were you employed by?—Mrs. Mitchell (laughing).

What were your wages?—\$12 a month, and Mr. John Lemm gave me \$12, making it \$14. Have you seen Mr. Lemm?—Your mistress's house?—He was always there.

At what time did he come?—Mostly at night, at about 7 p.m.

How long did he stay?—Till an early hour in the morning between 2 and 3 a.m. Any other cooks besides you?—I did all the work. I am general servant.

One sleeping room and one room for Mr. John Lemm.

You said there was a bed in Mr. John Lemm's room?—Yes, a bed of not much value. Do you remember at the time where Mr. Lemm lived?—In Observatory Road.

Did he use the bed in the house in which you lived?—Yes.

At what time?—After nine o'clock.

How do you know?—He used to send me over to his house for his pyjamas.

Did you do it?—Yes.

Have you ever seen him in his sleeping garments?—Yes.

Where?—In his own room.

In any other room?—After he got his night clothes on, he locked his room door and I could not get admittance.

Have you seen him in any other place in the room?—He used to take his liquor in the mistress's room.

Have you seen him there?—Yes.

In his pyjamas?—Yes.

And how was the mistress then dressed?—A long sleeping dress.

Mr. Slade (cross-examining)—How many bedrooms were there in this house?—Two.

Where did Miss Mitchell, the daughter, sleep?—With Mrs. Mitchell.

In the same bed?—Yes.

And during the whole time Lemm was there were both mother and daughter living together?—Yes, mother and daughter were sleeping in the same bed.

Where did you sleep?—On the premises.

Y. Y. said that when Lemm put on his pyjamas he could not enter his room?—Yes. I could not even get into the dining room.

And how could you see Lemm in Mrs. Mitchell's room. Through the bars of the window. So you went to the window to look in?—No, I had passed the window.

You said you lived on the premises. What were you doing at the window?—I passed there for ice water for the mistress who wanted it for liquor.

And how did you get the ice water in?—Through the window.

Mr. F. J. Martens, manager of the *Boa Vista* Hotel, Macao, was the next witness. He was handed two photographs by Sir Henry Berkeley, of Lemm, Mrs. and Miss Mitchell, and from them he said that he had seen them in his hotel. They were there in August, 1904, and their names were entered in the register (produced).

The entry was shown to the Court.

Sir Henry—Do you remember what rooms were allotted to the party?—Nos. 9 and 10. Who occupied No. 9?—The two ladies.

Is there a verandah running between 9 and 10?—Yes.

And is there a partition between the two rooms?—Yes.

Is it possible to pass to the rooms by way of the verandah?—Yes.

When did the ladies and gentlemen leave the hotel?—On 13th October.

Did they leave together?—Yes.

Who paid the hotel expenses?—Mr. Lemm. The bill for what was paid; by whom were they signed?—How were they signed?—"Lemm."

How did you enter the payment on that day? In whose name?—John Lemm.

Where did you get the name from?—The chits.

Do you remember the same party coming back in December?—Yes.

What rooms did they occupy?—9A and 9.

Is there a communication between the two rooms?—Yes.

It is possible to pass to the rooms by way of the verandah?—Yes.

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Do you remember the same party coming back in December?—Yes.

What rooms did they occupy?—9A and 9.

Is there a communication between the two rooms?—Yes.

It is possible to pass to the rooms by way of the verandah?—Yes.

When did the ladies and gentlemen leave the hotel?—On 13th October.

Did they leave together?—Yes.

Who paid the hotel expenses?—Mr. Lemm. The bill for what was paid; by whom were they signed?—How were they signed?—"Lemm."

How did you enter the payment on that day? In whose name?—John Lemm.

Where did you get the name from?—The chits.

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Self-Government Society.

REPRESENTATIONS BY BRITISH AND PORTUGUESE MINISTERS.

PROMPT ACTION BY MINISTRY OF FOREIGN AFFAIRS.

[From Our Own Correspondent.]

Canton, 23rd August.

The Canton Self-Government Society has received from the Taotai for the Development of Native Industries a despatch to which was attached a telegram which was received by the Acting Viceroy on the 18th instant from the Ministry of Foreign Affairs. The telegram runs as follows:—“The Portuguese Minister at Peking informed this Ministry at an interview that the Self-Government Society in Canton has, in the matter of the delimitation of Macao, been acting in an absolutely unfair manner which is calculated to insult the Portuguese Consul at Canton. The same Society has, moreover, tried to institute a boycott against the Portuguese employed in all the foreign firms. This action on the part of the Society is considered to have undoubtedly been detrimental to the friendly relations between the two countries. The Portuguese Minister has requested this Ministry to dispatch telegraphic instructions to the authorities in Canton asking them to protect the Portuguese residents in South China whenever necessary. The British Minister at Peking has also made representations that the Self-Government Society has, in the case of the *Fatshan* incident, acted unreasonably by attempting to stir up bad feeling among the Chinese. This Ministry has been requested to give instructions to stop the Society's action.” In his despatch the Acting Viceroy, H. E. Wu Seung Lum, warned the members of the Self-Government Society to be careful in their policy with a view to avoiding serious consequences.

On receipt of the above despatch, the Canton Self-Government Society at once issued circulars to convene a public meeting to take place to-day, when the despatch will be read to the people for consideration and probable discussion.

A HOSTILE MEETING.

THE ANTI-PORTUGUESE BOYCOTT QUESTION.

Canton, 24th August.

As the result of the despatch sent to the Self-Government Society by the High Authorities, embodying a telegram from the Ministry of Foreign Affairs with regard to the representations of the Portuguese and British Ministers at Peking in connection with the *Fatshan* incident, a public meeting of the Self-Government Society, when the despatch was read to the members of the society, was held on the 23rd instant by the Canton Self-Government Society, presided over by the president of the society, Chan Wai Po, the president of the society, read out the despatch received from the Ministry of Foreign Affairs. It was declared at the meeting that the differences between Messrs. Butterfield and Swire and the Chinese as a result of the *Fatshan* incident had already been settled, by the payment of the compensation to the deceased. The representatives of the British Minister as embodied in the telegram despatched by the Ministry of Foreign Affairs were therefore misleading. With regard to the representations of the Portuguese Minister, who accused the Society of having acted in a manner calculated to insult the Portuguese Consul at Canton, and further with having attempted to institute a boycott against the Portuguese, the Chairman stated that the Society had never gone beyond urging the Portuguese Consul to give a definite reply to the Society's communications. The Chairman further disclaimed any intention of his part to bring about a boycott against the Portuguese. After considering the allegations of the Portuguese Minister, it was resolved that a reply should be sent to the High Authorities in answer to their despatch for the information of the Ministry of Foreign Affairs. It was also decided that telegrams should be sent to the Chinese in various places to impress upon them the liberty of their choice in the transaction of business with foreigners.

The telegram drafted at the meeting for dispatch to the Chinese reading as follows:—“With reference to the *Fatshan* incident, the Portuguese Consul has alleged that the Chinese witnesses acted in a biased manner. The family of the deceased has received compensation from the British firm of Messrs. Butterfield and Swire, and the ill-feeling against them should therefore be removed. The Portuguese did not think fit to express regret in the matter, but on the other hand accuse us of having tried to boycott them. Everyone should understand clearly the fact that one is at perfect liberty to buy and sell one likes and must act accordingly for the sake of sustaining our reputation.”

(Sd.), THE CANTON SELF-GOVERNMENT SOCIETY.

WHITE WOMAN SUMMONED.

AN ALLEGED NUISANCE IN A TYPE-FOUNDRY.

An interesting case came on for hearing before Mr. F. A. Hazledorn at the Magistrate's last Thursday, when Chan Tin, in the employ of the Shan Fat Type Foundry, 57, Hollywood Road, summoned a woman named Della Hurd, who occupies the flat above the foundry, for assault, alleged to have been committed on the 3rd instant.

Mr. J. H. Gardner appeared for the defence. The next summons was brought by the Hurd woman against the owner of the foundry for causing a nuisance by allowing obnoxious matter to accumulate in his premises.

The third summons, a cross-action, was by the proprietor, a woman, against Miss Hurd for disorderly behaviour.

The plaintiff, Chan Tin, said that the defendant lived above the shop where he was employed. On the day in question she threw some water into his premises. Complainant told her not to do it and she repeated it, this time the water entering a cauldron of molten lead, causing the lead to rise and scald him.

His Worship—Do you suggest she did it purposely?—Yes.

The defendant denied that she threw dirty water into the foundry.

Mr. Gardner—Do you water the plants yourself?—Sometimes.

One morning, he added, the plaintiff used very bad language towards her servants.

His Worship discharged that summons.

The next to be heard was the case of alleged nuisance. Miss Hurd described the smells came from the ground floor. She said she reported the matter to the Sanitary Board authorities, but they said that the nuisance, if any, was not sufficient to take action against the proprietor of the foundry.

His Worship—How can this be stopped—these offensive smells?

A sanitary inspector said it could not be stopped.

The smells were caused by the burning of oil from the machine.

His Worship suggested that some arrangement should be made to stop the smells, and the case was adjourned.

Hongkong Policemen Murdered.

KILLED ON THE ROADSIDE.

DASTARDLY CRIME BY CHINAMEN NEAR AU TAU.

21st inst.

There has been another grim murder committed in the New Territory—a murder of a most brutal character and one which is unprecedented in the annals of crime in this Colony.

Shortly before noon yesterday a report was made, by two coolies, at the Tai Po Police Station, to the effect that two Indian policemen had been murdered by robbers on the roadside some eight miles away. The coolies also stated that they had to flee for their lives.

It is needless to remark that the police officers proceeded to the scene of the tragedy, and near the Lam village they found the bodies of the officers. The body of an Indian sergeant, by name Kurram Deen (No. 627) was found lying on the roadway, severely backed. The man had been dead for some hours. His body was cold and stiff with rigor mortis, and it was clear at first sight that he had been murdered, and murdered in a most horrible manner.

There was a severe cut on his head, very nearly reaching the eyes, and his left shoulder was chopped right down—a sight never to be forgotten. At the bottom of the ravine the police officers discovered the body of the other man, Police-constable Mohammed Khan (No. 877). He also was chopped about the head and shoulders. He was minus his boots, and evidently had not been dead for very long.

In order to follow the facts of this terrible tragedy it is necessary to place the locality in the mind of the reader. Au Tau is a town of twenty-five miles away from Hongkong, and nine miles from Tai Po, and six miles from Castle Peak Bay, travelling in a north-easterly direction.

At an early hour yesterday morning Indian police-sergeant Kurram Deen and Police-constable Mohammed Khan left Au Tau Police Station being the escort to see to the safe delivery at Tai Po of a box containing over \$400 in cash, which was the annual Crown rent of that district. The box was carried on a palanquin, and was escorted by two coolies, who were well known in the neighbourhood.

The party left Au Tau after six o'clock, the coolies carrying the box, in the manner already described, while the Indian policemen marched alongside them.

It is very natural that, carrying a heavy box of silver one or, perhaps, two stops were made on the way, but everything went smoothly until the party arrived near Lam Chuen—a village near Tai Moh Shan; and half way between Au Tau and Tai Po—where they were attacked.

This is the story of one of our reporters who was told as it was given by the coolies approaching the money box. “As we were approaching Lam Chuen, bound for the Land Office, at Tai Po, at about 8.40 a.m., we saw eight men—four seated at each side of the road.” They thought nothing of this and continued on their way, and no sooner had they attempted to pass the men than they were rushed upon.

In the twinkling of an eye the robbers jumped up and, having produced their choppers, they sprang upon the Indian sergeant and with two strokes killed the man on the spot. Their attention was next turned to the police-constable, who also was brutally attacked with choppers. Crawling to the side of the road the unfortunate man—no doubt with the intention of getting back either to Tai Po or Au Tau—report the occurrence—removed his boots to make the tramp easier, but he must have collapsed through loss of blood, which accounted for his body being found at the bottom of the ravine.

While the attack on the policeman was being made the coolies, becoming scared, dropped the box of money on the road, and cleared for Tai Po, which they reached an hour or two later. Having settled the officers the murderers departed with the box of money. It is believed they made for the frontier.

The bodies of the two policemen were removed to Hongkong and the burial took place this forenoon.

Kurram Deen (the sergeant) was thirty-two years of age, and had been in the Police Force for about twelve years, having joined from the Indian regiment. His companion was five years younger, and joined the local Force five years ago.

When the news was received in the Colony H. E. the Governor (Sir Frederick Lugard) was promptly notified, and there is no denying that it must have broken upon him as a very unpleasant piece of news.

Detectives are scouring the New Territories diligently in search of the murderers. Up to now no one has been arrested, but no stone will be left unturned to bring the offenders to book.

OPIMUM TRADE DEPRESSED.

NO PROSPECTS OF ANY REVIVAL IN INDIA.

The Government of India have had under consideration for some time the question of the cultivation of opium in Malwa, in view of the gradual restriction of exports to China. The position is a difficult one, for stocks of the Malwa drug are very large, and prices are steadily falling. The trade, which is financed in Bombay, is consequently in a depressed state, and there is no prospect of any revival.

The demand for opium in China will continue to fall off, if the present policy of the Government of Central India are already beginning to feel the effects of the new conditions that have been set up. The only remedy seems to be, says the *Pioneer*, to encourage the cultivation of crops other than poppy, but it has yet to be ascertained whether the losses that must inevitably be incurred at first can be made good.

NIPPON FIRE INSURANCE CO.

SEVENTEENTH ANNUAL REPORT.

The following is the working of the Nippon Fire Insurance Company, Limited, for the year ending 31st March, 1909:—

The net premiums collected were ¥1,084,845.51, and the total losses, less reinsurance, amounted to ¥397,838.81, being 36.7% of the premiums.

The surplus for the year is ¥491,137.58, which the directors have resolved to appropriate as follows:—

Legal reserve fund	¥ 200,000.00
Special reserve fund	200,000.00
Dividends to shareholders (15% per annum)	112,500.00
Bonus and social expenses to directors and auditors	35,000.00
Rewards to the retired officers	8,000.00
Balance carried forward	122,637.58
Next year	¥ 491,137.58

Opium in Hongkong.

SIR F. LUGARD'S POLICY CRITICISED.

RABID-M.P.'S SUGGESTION.

The House of Commons on July 27 went into Committee of Supply on the Colonial Office Vote, when Mr. Herbert called attention to the opium traffic in Hongkong and Ceylon. The International Opium Conference had, he said, since its subject was last debated, met at Shanghai, and had settled once for all the unquestionably evil character of the traffic, and the absolute sincerity of the Chinese Government. In Hongkong there had been some measure of progress, although it had met with the most opposition from the Imperial Government. Sir F. Lugard had said that Lord Curzon had asked the Imperial Government for a sum of money to make good the loss caused by the closing of the opium dens. He hoped that Lord Curzon did not make that statement, but if he did he trusted that members on that side and the Labour Party would strenuously resist the application of the money of the British taxpayers to such a purpose. The opposition of British Governments to the action of the Imperial Government was very deplorable. That our Imperial officers should be persecuted, openly to thwart our policy, was intolerable, and some very sharp words were said in the House of Commons, who resisted our efforts in different parts of the world. In Ceylon, instead of making progress, we had gone backwards, the opium ordinance introduced at the end of last year having been withdrawn. Both in Hongkong and Ceylon more stringent measures were necessary to deal with the opium traffic.

Mr. Laidlaw referred to the evidence given before the International Opium Commission, and urged that Hongkong should be put under the Government of Hongkong to proceed more rapidly with the closing of opium dens in that city. If we were to carry out our promise to do all we could to help China in this matter of the opium traffic we must set our house in order in our own colonies. We must impress upon our officials that the suppression of the opium trade was not a Liberal deal, and that things would not revert to the old way directly this Government went out of office. The officials in Hongkong ought to look to some source other than opium for immediate revenue. A system of registration of opium smokers, which had proved beneficial elsewhere, might be tried in Hongkong. The hon. member also complained of the prevalence of gambling under the British flag in the Federated Malay States. Gambling was more in evidence in those States than it was at Monte Carlo. People went to Monte Carlo with sums of money which they could very well afford to lose, but in the Federated Malay States the persons engaging in the vice were almost entirely Chinese coolies. Active measures should be taken by the Colonial Office to repress this.

Mr. Curzon, referring to the opium question, said that in Hongkong by the end of February, 1910, all the opium dens would have been closed. There were people who said that the result would be to drive the smoking of opium into other quarters, but the Conference was in favour of closing the dens, and the best information the Government could get led them to believe that this was a good plan. It was intended to continue to restrict the amount of opium imported. With regard to the Federated Malay States, the Government was about to set up a monopoly of opium, which he thought met with the general approval of those who wished to see a diminution of its consumption. They wished to check the habit of gambling and their aim was to reduce it to the narrowest limits with a view to ultimate prohibition. On the question of the view of the Government in regard to opium generally, they considered it to be a bad thing for a race, and that the more it was checked the better it was for the whole of the Chinese people, who were stamping out the habit of opium, and of China, who were also trying to shake herself free from the habit. They would not cease to do their best to assist China and to diminish as far as possible, and as soon as possible, the consumption of opium in all places where the Colonial Office had rule.

Mr. Verney expressed dissatisfaction with the statement which he understood the Under-Secretary to have made—that it was intended to create a Government monopoly in opium in the Federated Malay States. He commended the action of the Government in expelling gambling dens which had been a Government monopoly in Siam and had yielded a large revenue, and of the Japanese Government in taking drastic means to exclude opium from their country to the immense advantage of its people.

SECOND CONFERENCE TO BE HELD AT THE HAGUE IN THE NEAR FUTURE.

Washington, July 18.

The State Department has requested all the countries which participated in the meeting of the International Opium Commission at Shanghai, China, last February to send delegates to a second conference, to be held at The Hague in the near future, to which the Government of the United States will be invited.

The purpose of the second conference is to carry on the work of preventing the spread of the use of opium. The American delegates to the conference are Mr. Hamilton Wright, Episcopal Bishop of the Philippine Islands, and Charles B. Tamm, Chinese secretary of the American Legation at Peking. The State Department yesterday gave out the following statement regarding the work of the commission.

“The commission was one of inquiry only. Its function was to study the opium problem and to report as to the best and most feasible means for solving it. The commission was not to the entire satisfaction of the delegates to the conference. The delegates to the conference were not in entire accord and it was not thought wise to draw up an elaborate report as to the way and wherefore of the resolutions. It was considered that it would be more effective to condemn the illicit use of opium by a few general resolutions than to write a report that no one would read.”

For several years the United States has taken the lead in the work of suppressing the opium evil. The Congress held in Shanghai was first suggested by the United States, and the purpose of the second conference is to carry on the work of preventing the spread of the use of opium. The American delegates to the conference are Mr. Hamilton Wright, Episcopal Bishop of the Philippine Islands, and Charles B. Tamm, Chinese secretary of the American Legation at Peking. The State Department yesterday gave out the following statement regarding the work of the commission.

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In the eighteen months during which the correspondence proceeded, which resulted in the completion of every Government taking part made some move, either by proclamation or legislation, to put its house in order before the meeting of the commission. The United States Government itself enacted legislation prohibiting the importation of opium except for medicinal purposes. It went into effect on April 1 of the current year. On March 1, 1908, a prohibitory law went into effect in the Philippines. Other Governments, owing to financial considerations, were not able to enact prohibitory legislation, but they agreed to legislation that will wipe out the traffic in the drug within a decade or so.

“International action on the problem will proceed and the American Government is now seeking further co-operation from the powers concerned.”

INTERPORT SWIMMING.

SHANGHAI TEAM.

Further particulars regarding the Interport Swimming have been received by the Secretary of the International Swimming Club, Mr. E. Prince. The Aquatic Sports will take place in Hongkong on September 23, 24 and 25, and the following is a list of events in which Shanghai will participate:—

First day—Half mile (100 yards, 3 lengths); high dive (20 to 25 feet).
Second day—200 yards (6 lengths); 400 yards (12 lengths); throwing the Polo Ball (12 lengths); Running Headstart from Spring board; Flying Scissors Race, Shanghai v. Hongkong; Water Polo, Shanghai v. Hongkong.

Arrangements are well in hand and the team will probably leave here on or about September 17, says the *N.C.D. News*, which will allow them one or two days for training. The Shanghai team has not yet been selected, but it is probable that the following swimmers will represent Shanghai: R. W. MacGabe, E. Prince, C. W. O. Mayne, P. Fowler, D. H. Cooke, T. E. N. Rosser, J. Wilson, W. Jones and G. J. Robinson. The team is a very fast one, and the team race in the Championships and the Team Race, although it is hard to say how Shanghai will fare in the Water Polo.

SHIPPING FACILITIES.

The *Shanghai Mercury* says:—It is satisfactory to learn that through the kindness of Messrs. Jardine Matheson and Co. the members of the swimming team to represent Shanghai in the Hongkong Gala will be able to travel to Hongkong at a much reduced rate, in fact the return journey will be arranged for at a single fare. Not only have the agents of the Indo-China S. N. Co. given these very considerate terms, but endeavours are also being made to have a return steamer to fit in with the conclusion of the gala and thanks to these arrangements all difficulty with regard to the Shanghai team's participating in the event has been considered. In the meantime plans are being considered whereby the members of the team will spend a week-end up country where the long distance events can be done justice to.

LIQUOR LICENCES.

RESOLUTIONS BY MEMBERS OF COUNCIL.

A meeting of the Unofficial Members of the Legislative Council was held on the afternoon of Wednesday, the 18th, at which the following resolutions were passed unanimously:—

(1) That a duty be imposed on all Foreign and Chinese alcoholic liquors imported and consumed in the Colony. Liquors supplied to ships, in unbroken cases for consumption on board, and liquors re-exported, to be exempt from duty.

(2) That Arrack and spirits of wine be treated as alcoholic liquors.

(3) That all licensing fees be based on a valuation of the annual turn-over of the business of the licensee.

(4) That in the event of the preceding resolution being adopted the issuing of adjutant licences be discontinued.

(5) That all places where liquors are sold by retail for consumption on the premises be required to take out licences.

(6) That as to the method of collecting the import duties a spirit farm is undesirable. These resolutions were communicated to His Excellency the Governor the following day.

COUNTERFEIT DOLLARS.

COOLIE SENTENCED FOR UTTERING.

“Tell him he has done this before and that he will be banished.” Tell him not to come back to Hongkong again,” said Mr. F. A. Hazledorn (first police magistrate) in a court in the Police Court, last Thursday forenoon.

Fong Ching, unemployed, no fixed place of abode, was charged, at the instance of Police Sergeant Watt, with the use of counterfeit Indo-China dollar coins. He was brought to a shop at 27, Kowloon City Road and called for two packets of cigarettes, in payment for which he gave the saleswoman a dollar piece. The coin was closely examined by the master of the shop, who told defendant that he had no change, and invited him to go to the police-station for it. Defendant bolted, was chased, and caught. At the lock-up the shopkeeper said that the defendant had passed a similar dollar piece in his shop a week ago.

The defendant admitted the charge and was sentenced to two months' hard labour and six hours' stocks. In passing sentence, his Worship recommended the man for banishment in the words given above.

SHIPPING ENTERPRISE.

NORDDEUTSCHER-LOYD COMPANY'S PROJECT.

MR. G. FRIEDLAND IN HAMBURG.

As soon as the Panama Canal is finished the North Deutsche-Lloyd Steamship Co. will have a line of round-the-world steamers running to and from Hamburg. The German line at Hamburg. Steamers of the type of *Princess Alice*, *Princess E. Ludwig* and the newer *Bismarck* class, which ply from Hamburg and Bremen to the Orient by way of the Suez canal, going to Yokohama and returning homeward from that port by way of the Suez, will, as soon as the Panama canal is completed, come from Yokohama to Pigeon Sound and return to Germany by way of Mexico and Central America, passing through the Panama Canal. Whether the new sailings will be given by an outward line is not yet arranged.

Mr. Friedland said there was now strong competition in the coasting steamship trade in the Orient, especially in the South China sea, where the new Chinese national steamship line had become a factor. The Chinese about the world subscribed stock in this line, and a start has been made with three chartered German steamers running from Hongkong to Bangkok and other ports of Indo-China. Mr. Friedland said he was long maintained. He believed the Chinese line has not sufficient capital to continue the war and must succumb or later go to the wall.

DR. HARSTON AND THE TUNG WA HOSPITAL.

CHINESE APPRECIATION.

We understand that Dr. G. M. Harston is about to leave the Colony on a holiday and the leading Chinese merchants have arranged to meet him at the Tung Wa Hospital to-day for the purpose of presenting him with some pieces of embroidered silk in recognition of his invaluable voluntary services rendered by the worthy Doctor in the treatment of Chinese suffering from eye diseases at the Hospital.

ALLEGED LARCENY OF OPIUM.

DEFENDANTS COMMITTED FOR TRIAL.

The trial of the three boatmen for theft of, and the woman for receiving, \$4,000 worth of raw opium, part of the cargo of the steamer *Kui Sang* at the end of last month, was concluded at the Police Court, last Thursday, before Mr. J. R. Wood.

Mr. W. L. Shenton, of Messrs. Deacon, Looker and Deacon, appeared for the prosecution, while Messrs. F. C. Barlow and F. X. d'Almeida acted for the defence.

Evidence was heard at length in the morning, and in the afternoon the second engineer of the ship, Mr. J. C. Dallas, was called and said that about 12.30 a.m., on the 30th July, when he went aboard he noticed a sloop, moored about thirty or forty yards off. The witness noticed four men on board. When he got on board the ship he met the quartermaster at the top of the gangway. The second engineer was a Chinaman, having passed him, went to bed. Nothing happened until about three o'clock when he heard the quartermaster calling the second officer.

Detective-sergeant Wilden, of the Water Police, spoke to arresting the men and recovering the opium at different places. The theft when discovered was reported to the police, and he was deputed to trace the opium and find the thieves.

All the defendants reserved their defence, and after they had been cautioned they were committed for trial to take place on Monday, when a special sessions will be called to dispose of the case, so as not to delay the departure of the *Kui Sang*.

OPIMUM SMUGGLING SCANDAL.

CHINESE BANKER ARRESTED.

The second arrest in the opium-smuggling case was made to-day, reports the *Manila Times* of 18th inst.

This morning a warrant for the arrest of William Kennedy, a well-known Chinese banker and an American subject, was issued by the Court of First Instance, charging him with the illegal importation of opium.

This is the second arrest made as a result of the recent attempt to smuggle over \$20,000 worth of opium into the port of Manila by secreting the contraband drug in pieces of milting machinery imported from China, in connection with which Louis T. Grant, a well-known Manila merchant, was arrested about three weeks ago.

Kennedy gave bail in the sum of P7,500. It is the theory of the prosecution that Kennedy financed the deal, and the warrant for his arrest was turned over to the city detectives, for service.

DEMENTED WOMAN A SUICIDE.

DIES IN THE SHUNGO-SHUI RIVER.

A sad case of *folie de se* is to hand from the New Territory, the victim being a native woman who was about forty-five years of age.

Wong Ho, which was her name, was born at Shungo-shui, where she was engaged on a farm, and for some years was known to be demented. Deserted by her friends and acquaintances, who became alarmed at the woman's strange behaviour, Wong Ho fled a wandering life, and sometimes she was seen in the streets of the city, and sometimes under the eaves of the houses. Over 20 shocks have been experienced in the city, and the people returning to their homes in case another severe shock may bring their dwelling down about them. At a marble-quarry in the district, the side of a cliff collapsed, killing one man and injuring five others.

At Nagoya the shock at 3.30 on Saturday afternoon was very violent and was accompanied by a loud rumbling noise. The damage done at Nagoya is comparatively trifling, though much alarm was caused. So far no loss of life or serious injury has been reported from Aichi prefecture. At Hikone, two houses collapsed and 40 houses were thrown out of the perpendicular. At Nagahama, a town on Lake Biwa, ten houses were totally demolished and 20 partly collapsed. The chimney of the Omi Silk Reeling Company was brought down and part of the office wrecked. Over 50 *torii* or stone shrines were overthrown, and the Meiji Bank building was badly damaged. At Higashi Kosaka a young girl was killed at the village shrine by a falling *torii*. At Maibara (the junction of the Tokaido and Hokuriku lines) the shock was felt severely. The police-station and the lofty building of the Isejima Hotel were thrown out of the perpendicular, and a house collapsed. Houses were thrown down in the district under the jurisdiction of the Aichi district police and numbers of persons were injured. At Sone, Oasa-mura, Higashi Asai district, 28 houses collapsed, and 4 persons were killed, and similar reports come from many other villages between Lake Biwa and Nagoya. In the Higashi Asai district, the centre of destruction, 30 persons were killed on the spot, 150 were injured, 15 temples and shrines were totally destroyed, while 46 partially collapsed, 431 dwellings were completely demolished, and 5,200 houses were totally destroyed and 966 were partially wrecked.

The total loss of life and damage officially reported up to Sunday evening was as follows:—

Killed..... 31
Injured..... 168
Temples and Shrines—
Totally Wrecked..... 20
Partially destroyed..... 59
Dwelling Houses—
Totally wrecked..... 470
Partially destroyed..... 1,567
Other Buildings—
Totally wrecked..... 636
Partially destroyed..... 992

A tragic feature of the disaster is that in the district devastated the celebration of the Ben festival was commenced on the very day the earthquake occurred. All the farmers were keeping holiday, the little villages were in a state of festivity, and the country-folk were exchanging visits with friends and relatives. Then, at half-past three, the earthquake occurred, and the

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

OHANG CHIH-TUNG.

LEAVE OF ABSENCE EXTENDED.

[By courtesy of the "Sheung Po"]

Peking, 20th August.
Grand Councillor Chang Chih-tung has been granted an extension of leave of twenty days.

CANTON-HANKOW RAILWAY.

THE LOAN AGREEMENT.

[By courtesy of the "Sheung Po"]

Peking, 20th August.
The loan for the construction of the Canton-Hankow and Hankow-Szechuan Railways for £6,000,000. The agreement is ready and will be signed shortly.

Later.
Great Britain, Germany and France are underwriting the loan for the Hankow-Szechuan Railway with America participating in it. The people of Hunan and Hupeh refuse to recognize these loans.

OHANG CHIH-TUNG.

CONDITION SERIOUS.

[By courtesy of the "Sheung Po"]

Peking, 22nd August.
Chang Chih-tung's condition has been very serious. He has applied to be relieved of his duties on the Grand Council.
The Prince Regent has prevailed upon him not to sever his connection from the Council.

CHIENTAO.

JAPANESE AND CHINESE IN COLLISION.

[By courtesy of the "Sheung Po"]

Peking, 22nd August.
A memorial has been received from Viceroy Sik Liang reporting that Japanese soldiers at Chientao have killed over twenty Chinese soldiers.

SHIPPING DISASTER.

CHINA MERCHANTS' STEAMER BURNED.

[By courtesy of the "Sheung Po"]

Shanghai, 22nd August.
The China Merchants' Steam Navigation Co.'s s.s. Kwang-chi was destroyed by fire at Wuhu on the 21st inst.

NAVAL BASE.

COMMISSIONERS TO SELECT.

[By courtesy of the "Sheung Po"]

Peking, 22nd August.
Admiral Sah and Shun Pui-lap are to leave Peking on 25th inst. They will proceed to Chekiang first to see about establishing a naval base in that Province.

CANTON-HANKOW RAILWAY.

THE LOAN AGREEMENT.

[By courtesy of the "Sheung Po"]

Peking, 22nd August.
Grand Councillor Chang Chih-tung has, in conjunction with the Waiwupu, memorialized that the agreement for the loan for the Hunan and Hupeh railway is ready for signature.

STUDENTS FOR AMERICA.

FORTHCOMING EXAMINATION.

[By courtesy of the "Sheung Po"]

Peking, 22nd August.
It is notified that candidates for education in America should send in their names between the 25th and 30th inst.
An examination will be held on the 4th prox.
One hundred students will be selected.

NEW CANTON VICEROY.

ARRIVAL AT SHANGHAI.

[By courtesy of the "Sheung Po"]

Shanghai, 23rd August.
H.E. Yuan Shu-Huan, Viceroy-designate of Canton, having recovered from his recent illness, has arrived at Shanghai from Nanking.
He is at present staying at the Foreign Bureau and will shortly proceed to Canton.

A DENIAL.

REPORTED BURNING OF C. M. STEAMER UNTRUE.

[By courtesy of the "Sheung Po"]

Shanghai, 23rd August.
Yesterday's report of the burning of the C.M.S.N.Co.'s s.s. Kwang Chi is absolutely untrue.

NAVAL STATION.

SELECTION OF BASE.

[By courtesy of the "Sheung Po"]

Peking, 23rd August.
The Governor of Chekiang will proceed to Ningpo on the 26th inst. to receive Admiral Sah and Prince Chun.

They will then proceed in company to Cheong Shan to select a suitable naval station.

HANKOW-SZCHUAN RAILWAY.

THE LOAN AGREEMENT.

[By courtesy of the "Sheung Po"]

Peking, 23rd August.
The agreement for the American loan for the construction of the Hankow-Szechuan Railway is ready for signature.

Later.
The merchants and gentry of the Hukwang Provinces have wired to the Waiwupu to oppose the conclusion of the American loan; they assert that they would rather die than recognise the validity of the loan.

Later.
The Waiwupu is in a very perplexing position in regard to the loan.

MANCHURIA.

VICEROY'S CONFIDENTIAL DESPATCHES.

[By courtesy of the "Sheung Po"]

Peking, 24th August.
On the 22nd inst. H.E. Sik Liang, Viceroy of the Three Eastern Provinces, despatched three telegrams to the Grand Council and two to the Prince Regent.

Outside the Council none have any means of ascertaining the contents of the confidential telegraphic despatches.

The Grand Councillors and the high officials of the Waiwupu held a long conference in Na Tung's residence over the secret telegrams.

NAVAL BASE.

INSPECTION OF CHUSAN ISLAND.

[By courtesy of the "Sheung Po"]

Shanghai, 24th August.
Admiral Sah and Shun Pui-lap left by the cruiser Hot-yeo on a tour of inspection of the naval base at Chusan Island.

Later.
Upon completion of the inspection of the Chusans, the Commissioners will proceed to Foochow to inspect the arsenal there.

All the expenses of the two Commissioners are to be defrayed by themselves; they will not be provided for by the local authorities.

RAILWAY FATALITY.

BRITISH OFFICER KILLED.

[By courtesy of the "Sheung Po"]

Peking, 24th August.
A British lieutenant named Lowry was killed outside the Peking railway station.

FOREIGN DEBTS.

STATEMENTS TO BE DRAWN UP

[By courtesy of the "Sheung Po"]

Peking, 24th August.
The Grand Councillors, in conjunction with the Waiwupu, the Ministry of Finance, the Ministry of Posts and Communications and the Ministry of Agriculture, Commerce and Industries, are drawing up a statement of the foreign debts.

JESSFIELD CLUB RAIDED.

ROULETTE TABLES SEIZED.

[From Our Own Correspondent]

Shanghai, 24th August, 12.35 p.m.
Jessfield Club was raided by the Municipal Police last night. Two roulette tables were seized. The Indian watchman, in resisting the seizure, hit Inspector Armstrong's arm severely.

JESSFIELD RAIDED AGAIN.

FIREARMS USED AGAINST POLICE.

TWO POLICEMEN INJURED AND SEVERAL ARRESTS EFFECTED.

[From Our Own Correspondent]

Shanghai, 25th August, 12.25 p.m.

Another raid has been made by the Municipal Police on the Jessfield Club, during the daytime on this occasion.

While the police were endeavouring to find an individual named Gordon and arrest him they were fired upon by those in the building. The police, however, searched the premises but could not lay hands on Gordon.

A Spaniard, two Sikhs and a Cuban were arrested.
Subsequently, Gordon was located and arrested in the French Concession. Two of the Municipal police were injured during the fighting at Jessfield.

DISTURBANCE IN KIANG-SU.

OFFICIAL YAMEN DESTROYED.

[By courtesy of the "Sheung Po"]

Shanghai, 25th August.
There has been a rising in Tan-yung district in Kiang-su Province. The official yamen has been destroyed and the city gates are closed. The Governor of Soochow has sent troops to suppress the disturbance.

THE CHIENTAO DISPUTE.

JAPANESE REINFORCEMENTS DESPATCHED.

[By courtesy of the "Sheung Po"]

Peking, 25th August.
Japan has sent further reinforcements to Chientao.
Russia is intervening on the ground that it is a breach of the Russo-Japanese Treaty.

HUNAN PROVINCE.

OPENING OF A PORT.

[By courtesy of the "Sheung Po"]

Peking, 25th August.
The Governor of Hunan has asked the Central Government to throw open the place outside the northern gate of the Provincial capital as a commercial port.
An Imperial decree has been issued approving the proposal.

MANCHURIA.

REQUISITION FOR MILITARY STORES.

[By courtesy of the "Sheung Po"]

Peking, 25th August.
Viceroy Sik Liang has memorialized to the effect that the Three Eastern Provinces are short in their supply of military stores.
He has requisitioned for a supply from Peking.

CHANG CHIH-TUNG.

APPLICATION TO RESIGN.

[By courtesy of the "Sheung Po"]

Peking, 25th August.
Chang Chih-tung's illness is protracting and he feels that he is unable to discharge his duties in consequence. He is therefore determined to resign his post as a Grand Councillor.

MACAO'S DELIMITATION.

CANTONESE DESIRE INFORMATION.

[By courtesy of the "Sheung Po"]

Peking, 26th August.
The Grand Council and the Waiwupu have been in receipt of telegrams from the gentry and merchants of Canton pointing out that H.E. Kao Hsi-ch'ien, the Special Commissioner, has observed perfect reticence over the negotiations regarding the Macao boundary question, which might lead to the loss of China's sovereign rights.
They ask that telegraphic instructions be despatched to Commissioner Kao directing him to afford the Cantonese an opportunity of learning the progress of negotiations.

CHINA AND JAPAN.

THE MANCHURIAN DIFFERENCES.

[By courtesy of the "Sheung Po"]

Peking, 26th August.
In view of the difficulty experienced in reaching a settlement over the questions affecting the Three Eastern Provinces, the Waiwupu proposes to reference them to the Hague Conference.

Later.
Japan does not agree to a reference to the Hague of the Manchurian differences.

NAVAL COMMISSIONERS.

ARRIVAL AT TIENTSIN.

[By courtesy of the "Sheung Po"]

Peking, 26th August.
Admiral Sah and Shun Pui-lap arrived at Tientsin on 25th inst. and were to have left yesterday for the South.
They will inspect the naval station at Chekiang and Fuchien and also the arsenal at Foochow.

They may also inspect the arsenal at Shanghai.
Commissioner Shun will then proceed to Japan to study the question of naval reorganization.

TUNGKUANSHAN MINES.

CONCESSION CANCELLED.

[By courtesy of the "Sheung Po"]

Peking, 26th August.
Grand Councillor Na Tung has instructed H.E. Liang Tui-in, president of the Waiwupu, to notify the British Minister that the Tungkuanshan mining agreement has been cancelled and to ask that the British Minister will see to the withdrawal forthwith from the concession of Mr. Macquire, the engineer.

CHINESE LEGATION.

AT WASHINGTON.

[By courtesy of the "Sheung Po"]

Peking, 26th August.
H.E. Cheung Yau-long, Minister-designate to Washington, has applied for the transfer of Cheung Man-ku to his Legation as first secretary.

HONGKONG WATER POLO SHIELD COMPETITION.

SEVENTH ROUND.

Two Shield Matches were scheduled to have taken place on the 26th inst., but at the last minute the Lusitano Recreation Club forfeited their game to the Corinthian Yacht Club. This is the first occasion this year that such a thing has happened, as even much weaker teams than the L.R.C. have to end up and faced such formidable opponents as the V.R.C. and C.Y.C., and much comment was passed on this withdrawal.

The Royal Engineers met the 87th Coy. Royal Garrison Artillery to decide their title, and after a pretty tough game, this ended in a win for the Sappers by 4 goals to nil.
The Boys' Own Club's representatives then met the "Buffs" in a friendly match, and had to acknowledge defeat at the call of time to the tune of 6 goals to 4. Petersen substituted White in goal for the Boys and this easily accounts for the big score against them, as being without experience between the posts he was unable to stop even some of the softest shots that were sent in.

8TH ROUND.

88th Co. R.G.A. vs. 87th Co. R.G.A.
B.O.C. vs. L.R.C.
R.E. vs. 83rd Co. R.G.A.
C.Y.C. vs. Buffs.

LEAGUE TABLE.

Played.	Won.	Lost.	Drawn.	Points.
V.R.C.	7	0	0	14
C.Y.C.	7	0	1	12
Buffs	6	5	1	10
B.O.C.	6	3	2	7
R.E.	6	3	3	6
L.R.C.	2	4	4	4
83rd Co. R.G.A.	1	5	0	2
88th Co. R.G.A.	0	5	1	1
87th Co. R.G.A.	0	6	0	0

EIGHTH ROUND.

Two good matches of Water Polo were witnessed by a very big gathering yesterday afternoon (25th inst.) at the Victoria Recreation Club's swimming enclosure between the 87th Coy. and 88th Coy. Royal Garrison Artillery, and the "Buffs" and the Corinthian Yacht Club.

The first match was timed for 5.30 p.m. and punctually at this hour the Artillery took the water, and from the very outset the 87th began pressing, scoring three goals, the 88th Company being unable to meet the leather. In the replay the latter made three or four very good attempts and looked dangerous at times, but the defence of their opponents was too strong and they were driven back to their own area, the 87th shortly afterwards registering an equalizing goal before the whistle sounded, the final score being 5th Coy. R.G.A. 5 goals. 88th Coy. R.G.A. nil.

Judging from the winners' exhibition yesterday it looks as though their chances in the Artillery Inter-Company Water Polo Competition are even, for although they had to acknowledge defeat at the hands of the 83rd Company a few weeks ago, the team have since greatly improved.

A great deal of interest was centred in the "Buffs" O.V.C. match, both teams were then occupying second place in the Water Polo Shield Competition, and this match was to decide who should retain the position. Many of course favoured the Buffs, but the Military had hopes in their comrades, seeing that the latter have been training very hard of late. As the rivals entered the enclosure they were applauded by their backers and after a good deal of play Cooke opened the score for the Buffs, R. C. Whitchell adding the second from a corner throw in. The Buffs, however, played a cool game and in less than a minute after the O.V.C.'s score Private Cook sent in a terrific shot which proved too difficult for the Corinthian goalkeeper, thus registering the Buffs' first goal. Before half time the O.V.C. brought their total up to 3 goals to one. The second spell witnessed a lot of give and take but the play of the Buffs was too good for the "Buffs", who added another goal before the half was over, bringing the score up to 5 goals to one at the final whistle.

HIGHWAY ROBBERY.

NOT TIED TO A TREE BY ROBBERS.

A report reached police headquarters last Tuesday of the occurrence of another daring robbery in the New Territory. On Sunday evening a boy, about sixteen years of age, left his home in the New Territory to make certain purchases. On the road he was stopped by three men, who knocked him down and, after stealing all the money he possessed, a dollar and a half, tied him to a tree with a piece of rope. It was some hours later that the lad was released. He continued his journey and on arrival at Kowloon, reported the matter to the Water Police Station. A description of the robbers was supplied to the police.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held in the Council Chamber yesterday afternoon. Present: His Excellency the Governor, Sir Frederick Lugard, K.C.M.G., His Excellency Colonel Darling, R.E., Hon. Mr. A. M. Thomson (Colonial Secretary), Hon. Sir Henry Berkeley (Attorney-General), Hon. Mr. G. McI. Messer (Colonial Treasurer), Hon. Mr. P. N. H. Jones (Director of Public Works), Hon. Mr. F. J. Badesley (Captain Superintendent of Police), Hon. Mr. A. W. Brewin (Registrar General), Hon. Dr. Ho Kai, M.H., C.M.G., Hon. Mr. Wei Yui, C.M.G., Hon. Mr. W. J. Gresson, Hon. Mr. E. Osborne, Hon. Mr. Murray Stewart, and Mr. C. Clementi (Clerk of Councils).

PRESENT.

Hon. Mr. E. A. Hewitt.

MINUTES.

The minutes of the last meeting were read and confirmed.

PAPERS.

The Colonial Secretary, by command of His Excellency the Governor, laid on the table the following papers:—
Medical and Sanitary Reports for 1920.

FINANCE.

The Colonial Secretary laid on the table the report of the Finance Committee (No. 12).

FINANCIAL MINUTES.

The Colonial Secretary laid on the table Financial Minutes Nos. 37 and 38. It was agreed that they be referred to the Finance Committee.

HARBOR REFUGE.

The Attorney General moved and the Colonial Secretary seconded the first reading of a Bill entitled An Ordinance to authorize the Construction and Maintenance of a Harbour of Refuge upon and over certain portions of the Sea Bed and Foreshore situated upon the Harbour frontage at Tai Kok Tsui, and Yau Ma Tei, in this Colony.

MALICIOUS DAMAGE.

The Attorney General moved the second reading of the Bill entitled An Ordinance to amend the Malicious Damage Ordinance, 1865. Considerable discussion took place on various clauses particularly with regard to the punishment to be meted out to a small child who put a stone on the tramway line. Eventually the Bill went through Committee on all clauses except one relating to the New Territories.

RATING AMENDMENT.

The Attorney General moved the second reading of the Bill entitled An Ordinance to amend the Rating Ordinance, 1901.

Mr. Gresson: Why are no objects and reasons stated for this Bill?

Mr. Murray Stewart: It does not say why it was brought in.

The Attorney General: The reason is that in the New Territories the cost of sending people up there to assess some of the villages exceeded the amount collected by the rates.

Mr. Osborne: That would attract people to the New Territory.

The Attorney General: Most of the houses in the New Territories are less than rateable value.

The Bill went through Committee.

LIQUOR LICENCES.

The Attorney General moved that the second reading of the Bill entitled An Ordinance to amend the Liquor Licences Ordinance, 1899, and the Liquor Licences Extension Ordinance, 1902, and to repeal the Liquor Licences Amendment Ordinance, 1902, be postponed.

AGREED.

DOGS HOME ORDINANCE.

On the motion of the Attorney General, seconded by the Colonial Secretary, the second reading of the Bill entitled An Ordinance to amend the Dogs Ordinance, 1893, was passed.

CHRISTIAN CEMETERY.

In moving the second reading of the Bill entitled An Ordinance to set apart certain Crown Land to be used as a burial ground for persons professing the Christian Religion, other than members of the Roman Catholic Church, the Attorney General explained that the object of this Bill was to set apart a portion of land in the cemetery for the burial of persons professing the Christian religion other than members of the Church of Rome. That religious body had already been in possession for years of a portion of the general Cemetery under an old grant. The other portion had been open to the burial of persons principally of the Christian religion but there was no positive restriction against the interment therein of any person whatever the religion he might have professed during his lifetime. It had been represented to the Government that it would be well if a portion of this land might be set apart by law for members of the Christian religion other than the Roman Catholics.

His Excellency the Governor: This Bill excludes members of the Roman Catholic Church. The only reason is that they already have a cemetery of their own.

Considerable discussion followed and the Bill was left in committee because the plans of the land had not yet been made out.

TRAMWAY AMENDMENT.

The Attorney General moved that the second reading of the Bill entitled An Ordinance to amend the Tramway Ordinance, 1902, be postponed.

AGREED.

CHANGE OF DUTIES.

The second reading of the Bill entitled An Ordinance to relieve the Governor-in-Council of certain ministerial duties, was passed, on the motion of the Attorney General, seconded by the Colonial Secretary.

The Council went into Committee on the Bill.

On the question of passing the schedule under section 2, it was pointed out that the schedule gave no information of the duties the Governor gave up. The schedule simply gave the names of the Bill and the clause or section which appointed the Governor to look after the particular duty.

Mr. Gresson: We are passing things in the dark.

The Attorney General: We haven't come to the schedule itself yet. We are only at clause two.

Mr. Gresson: But Clause 2 confers power to have the schedule.

The Attorney General: When you come to the schedule you can strike out all the items and alter the Bill will drop.

Mr. Gresson: It is like signing your name to a document that you don't understand.

Mr. Osborne: Couldn't a short summary be made showing what was being given up?

Mr. Stewart: I propose that the Bill be left in Committee to give the members an opportunity of referring to the Ordinances at their leisure.

The motion was adopted and the Bill was left in Committee.

ADJOURNMENT.

The Council adjourned until Wednesday next, the 1st prox.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the meeting of Council, the Colonial Secretary presiding. It was agreed

to recommend that the following votes be adopted by the Council:—

HEAD STONES.
A sum of six hundred dollars in aid of the vote, Sanitary Department, other charges, sanitary staff, head stones.

CAUSEWAY-THAY REHOURS.
A sum of eighteen thousand dollars in aid of the vote Public Works, Extraordinary, Causeway Bay Typhoon Refuge, deepening shallow area to one foot below Ordnance Datum.
This was all the business.

CHINESE POLICEMAN CHARGED.

ACCUSED OF KILLING A HAWKER.

The trial of the native police constable, Wong Kam (No. 956), for the manslaughter of a hawker named Leung San, formerly residing at 148, Hollywood Road, was continued before Mr. F. A. Hazeland, at the Magistracy, last Tuesday afternoon.

Further evidence was called to show how the act was committed. It would appear that on the 19th July last, while the defendant was on duty in Hollywood Road, he saw the deceased seated on a box alongside his two stalls, which were in the side channel. Defendant believed that an obstruction was being committed, and ordered the hawker to move. The latter did not move immediately and defendant, to his alleged aid, produced his truncheon and poked the man in the side. Deceased returned home, and died on the following day. The cause of death, according to medical evidence, was strangulation by the hawker.

The case was further adjourned. Mr. P. W. Goldring, of Messrs. Goldring, Barlow and Morell, is retained for the prosecution. The defence is represented by Mr. E. Davidson, of Messrs. Hastings and Hastings.

EUROPEAN GENTLEMAN ATTACKED.

SERIOUS ASSAULT BY A DRUNKARD

Lost Cargo.

MARINE INSURANCE CLAIM.

ECHO OF THE JULY TYPHOON.

Another marine insurance dispute was heard by the Chief Justice (Sir Francis Pigott) in the Supreme Court, last Wednesday.

The case in point was that brought by the Tung Sang Wo firm, a Northern concern, against the Po On Marine Insurance and Godown Company, Limited, to recover Tael 7,000 under a policy of insurance.

Mr. M. W. Slade, instructed by Mr. R. A. Harding, was for the plaintiffs. Sir Henry Berkeley, K.C., and Mr. Duncan McNeill (of Shanghai) with whom Mr. A. Holborow, of Messrs. Deacon, Looker and Deacon, appeared for the defendant company.

The proceedings were started by Counsel for the plaintiff company reading the statement of claim, as follows:—

1.—The plaintiffs are merchants carrying on business at Shanghai.

2.—The defendants are a limited company having their registered office at 157, Wing Lok Street.

3.—The plaintiffs were the owners of 350 packages of ground nut oil, valued at Tael 7,000, equal to \$2,222.22, which were shipped by the steamer *Shao Hing* from Shanghai to Canton and were insured against total loss by perils of the sea, including risk of craft, until safely landed by the defendant company, under a policy of insurance numbered 971 and dated 17th July, 1908.

4.—The said oil before the same was landed from the cargo-boat into which it had been delivered from the said *Shao Hing* was totally lost in and by reason of the typhoon of the 27th and 28th July, 1908.

5.—The plaintiffs paid the premium demanded on the policy and have duly notified the defendant company of the loss and have claimed the value of the oil.

The plaintiffs claimed \$7,222.22 and interest thereon at the rate of eight per cent. per annum until payment or judgment.

The statement of defence reads as follows:—

1.—The defendants admit the allegations in the statement of claim, but say that the loss of the oil happened after the expiration of a reasonable and ordinary period from the time at which the oil had been placed on the cargo-boat for the purpose of landing.

2.—The defendants further say that the oil was not lost by any of the perils during the continuance of any of the risks covered by the policy.

There was an amended statement of defence, which read:—

1.—The defendants admit the allegations in paragraphs 1, 2 and 3 of the statement of claim.

2.—With regard to paragraph 4 of the statement of claim the defendants deny the allegations therein contained and say that the oil therein mentioned was discharged from the steamer *Shao Hing* and landed at Canton.

3.—The defendants further say that if the loss of the oil happened as stated in paragraph 4 of the statement of claim, then such loss happened after the expiration of a reasonable and ordinary period from the time at which the oil had been placed on the cargo-boat for the purpose of landing.

4.—The defendants further say that the oil was not lost by any of the perils during the continuance of any of the risks covered by the policy.

By way of further reply to the amended statement of defence, the plaintiffs deposed that the oil, therein mentioned, was safely landed at Canton according to the customs of the port of Canton, or the customary meaning given by marine insurers to the words "safely landed" in policies of marine insurance.

Counsel for the plaintiffs then proceeded to address the Court. He stated the facts of the case were comparatively simple. The oil in question was shipped by one of Messrs. Butterfield and Swire's steamers from Shanghai to Canton. The *Shao Hing* on arrival at Canton went alongside the Company's pier, on the Honan Island.

That pier is a T-shaped structure, and the discharging vessel moored alongside the outer face of the T.

Messrs. Butterfield and Swire, Mr. Slade contended, would not store oil in their godowns, which were situated on the land at the lower end of the pier. The oil in question was native oil and was packed in baskets lined with oil paper—a cargo which was very liable to leak, as the baskets were very fragile.

Therefore the consignees had to take delivery of the packages in cargo-boats and store them in one of the only two godowns in the port of Canton, which would receive oil at the time.

The vessel, lying alongside the pier, in the manner already described, discharged her cargo from both sides—the cargo being handled entirely by men in the employ of Messrs. Butterfield and Swire—and landed on the pier, after which the cargo-boat men took delivery of it.

The process of landing oil was a very difficult, not to say slow, affair. As each package is landed it has to be weighed, as each package is likely to leak, and is also a check on the boatman.

In this case the cargo of oil was discharged on the pier, and the "safe landing" which the defendants alleged took place at Canton was the temporary deposit on the wharf.

The Chief Justice inquired who paid the wharf charges.

Mr. Slade—The ship. All charges are included in the freight. The consignees are not called upon to pay it at all.

Counsel went on to say that that was the first line of defence raised by the other side. They had refused to pay because they said the cargo had been safely landed.

The Chief Justice—it was only landed at the wharf.

Mr. Slade—Yes. The next defence raised, he said, was that there was undue delay, and that the cargo was kept in the boat for an unreasonable time. The *Shao Hing*, said Mr. Slade, arrived alongside the pier on the 23rd July, 1908, and finished discharging her cargo about mid-day on the 24th.

In Canton, as well as in all other ports in China, he said, consignees could not get delivery of their cargo until the Customs officers had examined it and the Customs duty paid or guaranteed. In the case of the plaintiffs there was one of the guaranteed firms, being guaranteed by a native bank of repute.

In the circumstances all cargo consigned to their agents in Canton could be removed and taken to godowns as soon as it was released by the Customs officer, who had to examine it; and in order to facilitate the business of such guaranteed firms a European Customs-house officer is stationed on Messrs. B. and S.'s wharf for the benefit of consignors and consignees.

In the case of a guaranteed firm the routine was as follows:—On arrival of the cargo the bill of lading is chopped by the consignee and presented at the head office of the Customs at Canton. An Import Application form is then given to the bearer of the B/L and this he fills up or in the case of a Chinaman it is filled up for him by his Chinese agent. Then the Import Application document would be chopped.

Examined at Wharf.

That, remarked Mr. Slade, was the authority for the effect at the pier to release the

goods without anything further. Godown space was reserved for the cargo in question, the formalities, already mentioned, were gone through, and the cargo was not finally discharged until the morning of the 24th.

Unfortunately the 24th was a Customs holiday, being the birthday of the Emperor of China, so no goods were examined or released by the Customs on that day. On the following day owing to the accumulation of work this consignment was not released until on the evening of the 25th.

The cargo was then put on board the cargo-boat and taken up river in the direction of Canton to the Tung Yuen godown, where space had been reserved for the oil. Arriving at the godown the boat people found a number of other boats, also laden with oil from other ships, still anchored at the wharf awaiting discharge.

The discharging of the cargo-boats was taken in turn, and done by the godown coolies only. In discharging, the turn, depended entirely on the staff of coolies employed by the company, which was apparently small for the amount of work they had to do at busy times.

The result was that this particular junk had to wait its turn. "I may here mention," said Counsel, "that this godown belongs to the defendants."

Sir Henry—We do not admit that.

Mr. Slade—We will prove it.

On the night of the 27th, he went on, while the junk was still alongside awaiting to be discharged, a typhoon came along wrecked the junk. The junk was a total loss, with her cargo on board.

Counsel submitted, finally, that from the facts of the case, there was no unreasonable delay on the part of the plaintiff. They had done everything to get the cargo safely ashore. The blame, the delay, was on the shoulders of the defendants, and he asked for a verdict against them.

Witnesses for the plaintiffs were called, and the hearing adjourned.

ADDITIONAL EVIDENCE TAKEN.

Additional evidence was taken by the Chief Justice (Sir Francis Pigott) in the Supreme Court, last Thursday, in the action brought by the Tung Sang Wo firm, of a Ningpo Road, Shanghai, against the Po On Marine Insurance and Godown Company, Limited, who are claiming the sum of Tis. 7,000, equal to \$7,222.22 alleged to be due under a policy of insurance on a number of packages of ground nut oil, which were shipped on board the steamer *Shao Hing* from Shanghai bound for Canton, and which were lost in Canton during the typhoon of July 28th, 1908.

The plaintiffs were represented by Mr. M. W. Slade, instructed by Mr. R. A. Harding. Sir Henry Berkeley, K.C. and Mr. Duncan McNeill, instructed by Mr. A. Holborow, of Messrs. Deacon, Looker and Deacon, appeared for the defendant.

A plan of the T-shaped wharf at Canton, where the oil was landed, was produced and examined, after which Fong Lim Po, a Canton merchant, in the employ of the plaintiffs, was called. He explained at length how cargo was taken delivery of at Canton, and how the stuff was landed at the godown.

Under cross-examination by Mr. McNeill, the witness said that the oil in question had been sold, but he could not give the name of the purchaser, as it was a cash transaction.

Mr. McNeill—What I want to know is this. Was the oil in lighters when it was delivered to the purchaser?—It was in lighters, and then transferred to the purchaser's boat.

So this oil was quite safe, and was not destroyed?—It was quite safe.

How was it saved?—There was no typhoon on the 27th. Why should it be injured? After I delivered the 200 baskets on that day I don't know what happened to them.

At that time, before the typhoon, was the market for oil good?—Fairly good.

It is not a fact that a considerable quantity of oil is sold from lighters without entering godowns?—It is never sold or lighter.

Before the typhoon the evidence for the plaintiffs was discontinued, and the defendants were called upon to argue on a question of law. Mr. McNeill dealt with the points raised at length, and added that there was no space reserved for this oil. The plaintiff, he said, took the risk of selling the oil before it was put into a godown. When the plaintiff discovered that their oil could not be received in the godown owing to the presence of other junks, why did they not load it? Because there was no space for their oil. There was no reasonable chance of their oil entering the godown. A great quantity of oil was sold from lighters and not placed in godowns. Counsel then argued that Hoam was Canton, and that the oil was safely landed there.

Proceeding.

THE CASE FOR THE DEFENCE.

Evidence for the defence was heard in the Supreme Court, yesterday, in the case in which the Tung Sang Wo firm, of a Ningpo Road, Shanghai, are bringing an action against the Po On Marine Insurance and Godown Company, Limited, to recover the sum of Tis. 7,000, equal to \$7,222.22 alleged to be due under a policy of insurance on a number of packages of ground nut oil, which were shipped on board the steamer *Shao Hing* from Shanghai bound for Canton, and which were lost in Canton during the typhoon of July 28th, 1908.

Yesterday's proceedings were dull and were devoid of public interest.

Counsel for the defence (Mr. McNeill) concluded his address to the Court just before eleven o'clock, and witnesses for the defence were summoned.

Chan Tat Hing, the manager of the Tung Yuen godown, at Canton, said that the defendant firm had no interest in the godown. One of the partners in the godown, Mr. Yuen Lai Chuen, was the secretary of the Po On Company. This witness then went on to describe the godown building, how the oil was stored, and spoke as to the landing of oil at the godown. He went on further to relate what took place on the morning of the typhoon, and how the oil in question was lost by the foundering of the cargo-boat, which have already been printed in these columns.

Other witnesses were called, after which Counsel made his final address.

The case was then adjourned until 9.45 o'clock on Monday morning, when his Lordship will give judgment.

The plaintiffs were represented by Mr. M. W. Slade, instructed by Mr. R. A. Harding. Sir Henry Berkeley, K.C., and Mr. Duncan McNeill, instructed by Mr. A. Holborow, of Messrs. Deacon, Looker and Deacon, appeared for the defendant.

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MACAO'S DELIMITATION.

COMMUNICATIONS FROM CHINESE ABROAD.

[From Our Own Correspondent.]

Canton, 20th August.

The Association for the Protection of Boundary Rights has received a telegram from the Chinese in the United States in which the Association has been asked to assist the Chinese Delimitation Commission, H. E. Ko Yu Him, in strenuously opposing the claims of the Portuguese in connection with the delimitation of Macao in the best possible manner.

21st August.

The Chinese Delimitation Commission, H. E. Ko Yu Him, has received from the Chinese residing in Sydney, Australia, a telegram which reads as follows:—

"The Portuguese have encroached upon our territories. We earnestly request Your Excellency to use your best efforts to restore them. Pray, be firm in your attitude towards the Portuguese in the Macao delimitation question and not yield."

(Sd.) IR PING NAM, LI CHUN, &c.

Representatives of Sydney Chinese.

WAIWU'S COMMUNICATION.

The Waiwup has sent Commissioner Ko Yu Him a list of the places which the Portuguese are alleged to have wrongfully seized and held since the reign of the Emperor Tao Kwang, with strict instructions to demand their restoration.

A STRANGE SUGGESTION.

A man named U Tching Hui, presented a petition to the Viceroy suggesting that when the negotiations between the Chinese and Portuguese Commissioners on the Macao delimitation question are in progress, gunboats should be despatched to cruise in the waters of the affected province in order to quieten the minds of the public. The Viceroy, in reply, stated that he will communicate with the Special Delimitation Commissioner, H. E. Ko Yu Him, on the subject.

COLONIAL VETERINARY SURGEON'S REPORT.

LAST YEAR'S STATISTICS.

The report of the Colonial Veterinary Surgeon for 1908 reads:—

The total number of cattle admitted to the Government Depots for the year was 42,098, a decrease on the previous year of 17,902. In Kennedy Town 37,082 were admitted, a decrease of 27,837 on last year, due to the fact that during July, August and September, no cattle were exported to Manila owing to restrictions imposed by the Manila Government. In Kowloon 4,116 cattle were admitted, a decrease of 64 on last year. In Kennedy Town 151 cattle were rejected alive as unfit for food and in Kowloon 6 were rejected.

The total number of pigs admitted to Kennedy Town was 18,682 against 18,728 in 1907. The decrease is attributable to the falling off to the floods on the North River from which district many pigs come.

The total number of sheep admitted to Kennedy Town was 30,111 against 21,349 in the previous year.

DISEASE IN THE DEPOTS.

Foot and Mouth Disease.—This disease was more or less prevalent during the year. In the early part of the summer the disease was of a very virulent type but it became much more mild towards the end of the year.

Anthrax.—Four cases of anthrax occurred three of them in June and one in October. The three cases in June were all in one shipment and all died within three days of arrival. The case in October was in a bullock that had been in the Depot for ten days.

Rinderpest.—Cases of this disease were met with throughout the year and the Chinese importers state that the disease was prevalent on the mainland. As a rule the dealers send down only those cattle that appear to them to be healthy, but as these cattle have been in contact with sick cattle, some develop the disease after arrival. On the 5th and 7th September two lots of cattle were admitted in the Depot suffering from rinderpest and these were slaughtered by order of the Sanitary Board. No compensation was payable as the cattle were sick on arrival.

Black Quarter.—One calf, about nine months old, died from this disease in the Depot.

Parasites.—A few cases of whipworm (*Trichocephalus affinis*) were found in young animals, but probably many more exist, as this worm owing to its small size is not easy to find unless by careful searching. It does not appear to be of much economic importance.

Large numbers of filariae were found in the walls of the aorta of both Chinese cattle and water buffaloes. These have been described by Ligard as occurring in India and have also been found in cattle in the Straits Settlements. They give rise to an atheromatous condition of the blood vessels but do not appear to be fatal. I have not been able to find the embryo form in the blood.

The following biting flies have been identified and are the two most common flies in the cattle sheds: 1) *Stomoxys calcitrans* and 2) *horn fly (Lyperosia irritans)*. Both flies cause cattle a good deal of annoyance. One specimen of the *Tabanidae* was caught but has not yet been identified. These flies are not common in Hongkong. The identification of these flies was done by the Liverpool School of Tropical Medicine.

Buildings.—There were no alterations or new buildings at Kennedy Town.

In March the new Slaughter House and Animal Depot at Ma Tau Kok was completed and occupied and the old buildings at Hung Hom handed over to the Canton-Kowloon Railway. The new building while satisfactory is not so easily accessible as the old one.

CATTLE CREMATORIUM.

The carcasses destroyed in the crematorium for the year were:—

Cattle including calves..... 122 head.
Sheep and goats..... 105 "
Swine..... 101 "
Condensed meat from slaughter-house..... 4,358 lbs.
Tinned goods (condemned)..... 102 cases.

In addition to these items all dogs destroyed by the Police Department in Victoria are cremated.

Old papers from the Colonial Secretary's Department, the Treasury, Post Office, Magistrate, Sanitary Department and the Telegraph Companies were also destroyed.

The total amount of coal used was \$7,740 lbs.

SLAUGHTER HOUSES.

Kennedy Town.—The total revenue was \$67,924.50, a decrease on last year of \$7,618.00. The revenue was made up as follows:—

1908.
Slaughtered 24,612 cattle @ 40c. \$ 9,844.80
17,391 sheep @ 20c. 3,478.20
149,274 swine @ 30c. 44,782.20
Exported 15,378 cattle @ 50c. 7,689.00
12,243 sheep @ 10c. 1,224.30
18,453 swine @ 10c. 1,845.30
\$67,924.50

1907.
Slaughtered 22,645 cattle @ 40c. \$ 9,058.00
16,037 sheep @ 20c. 3,207.40
169,476 swine @ 30c. 50,842.80
Exported 30,624 cattle @ 50c. 15,312.00
11,717 sheep @ 10c. 1,171.70
17,232 swine @ 10c. 1,723.20
\$81,443.60

Ma Tau Kok.—This slaughter house is let to a contractor. The total housing fees collected was \$63.30 a decrease of \$35.14 on last year's revenue.

Shaukiwan and Aberdeen are also leased to a contractor.

The total revenue from Animals Depots and Slaughter Houses works out as follows:—

1908. 1907.
Kennedy Town fees collected..... \$67,924.50 \$81,443.60
Housing fees..... 63.30 108.40
Blood and half carcasses..... 1,681.30 1,488.00
Contractors' tender for Ma Tau Kok, Aberdeen and Shaukiwan, 1906-07..... 1,066.00
\$71,235.10 100,120.00

The total numbers of animals slaughtered for food were:—

1908. 1907.
Cattle, Sheep & Goats. Swine.
Kennedy Town..... 24,612 17,391 149,274
Ma Tau Kok..... 4,800 713 25,652
Aberdeen..... 3,422 3,422
Shaukiwan..... 7,094
29,612 18,104 185,231

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Grand total of all animals..... 337,947

1907.
Cattle, Sheep & Goats. Swine.
Kennedy Town..... 22,645 16,037 169,476
Ma Tau Kok..... 4,986 713 27,756
Aberdeen..... 3,422 3,422
Shaukiwan..... 7,094
27,631 18,279 206,124

Grand total of all animals..... 252,034

The figures for Aberdeen and Shaukiwan are got from the contractor.

The following table shows numbers of animals slaughtered in the Colony during the past ten years:—

Year. Cattle. Sheep and Goats. Swine.
1900..... 18,000 12,000 150,000
1901..... 18,500 12,500 155,000
1902..... 19,000 13,000 160,000
1903..... 19,500 13,500 165,000
1904..... 20,000 14,000 170,000
1905..... 20,500 14,500 175,000
1906..... 21,000 15,000 180,000
1907..... 21,500 15,500 185,000
1908..... 22,000 16,000 190,000
1909..... 22,500 16,500 195,000

DAIRIES AND COWSHEDS.

A somewhat severe outbreak of rinderpest occurred at the Dairy Farm Company's premises. In the beginning the type of disease was severe but a milder type prevailed later. Serum inoculations were carried out with fairly satisfactory results and a number of young stock were immunised against the disease by the simultaneous inoculation method. Toward the end of the year the disease again appeared and serum inoculations were again practised. The outbreak was not finished at the end of the year.

Foot and mouth disease broke out in Kennedy's Dairy and the Dairy Farm Company's premises at almost the same time. The type of the disease was very severe.

The Chinese dairies were free from epidemics.

IMPORTATION OF BEEF AND MUTTON.

The importations of fresh beef and mutton were respectively 338,270 lbs. and 307,139 lbs. This meat is imported from Australia by the Dairy Farm Company.

INSPECTION OF CATTLE TRANSPORTS.

Under Ordinance No. 15 of 1903, 81 visits of inspection were paid to ships laden with cattle on board. In 1907, 190 such visits were paid. The decrease is due to the fact that the importation of cattle into the Philippine Islands from Hongkong was for some time forbidden by the Philippine Government on account of disease. In connection with this matter I was sent down to Manila to make inquiries and see what could be done towards re-opening the trade. The regulations for the import of cattle into the Philippines were modified tentatively and subsequently further alterations were made with the result that the cattle export trade recommenced. Ultimately the cattle trade between here and the Philippines passed wholly into the hands of an American-Philippine syndicate who employ a veterinary surgeon of their own to inoculate all cattle against Rinderpest, and by the end of the year the trade had resumed its former dimensions.

NEW TERRITORIES.

Foot and mouth disease appeared in Sheng Sui and some of the neighbouring villages but soon died out. The Police endeavoured to restrict the movements of cattle as far as possible. The same disease also broke out among the draught bullocks of the Kowloon-Canton Railway at Fan Ling and Sha Tin. The disease was of a mild type and no deaths were reported.

STAFF.

Kennedy Town.—Inspector Watson was in charge throughout the year. Inspector Cotton returned from leave on the 2nd of January and relieved Inspector Hynes who reverted to the staff of the Medical Officer of Health.

Kowloon.—Inspector G. W. Best was in charge of the Slaughter House and Depot during the year.

ADAM GIBSON, M.R.C.V.S.,
Colonial Veterinary Surgeon.

HONGKONG UNIVERSITY FUNDS.

FURTHER CHINESE SUBSCRIPTIONS.

Further subscriptions to the total of \$8,750 have been collected by the Chinese Subcommittee towards the endowment and equipment funds of the Hongkong University. Details are as follows:—

Already acknowledged.....\$21,750
Li Sui Kan.....2,000
Lo Ki-ping.....200
Tai Chee-ko.....500
Kin Yung Society, Peking.....500
Lai On Company.....500
Lee Ho-yeo.....500
Kwan Yuen-chung.....250
Ip

VEHICLES IN PORT.

VEHICLES IN PORT.

Supplied by Messrs. E. S. KADOOKIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

NAME	POSITION AS PER LAST REPORT	DATE	REMARKS
...	...	...	...